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MAY 1974 75 CENTS

MAGAZINE

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 96, No. 1, MAY 1974

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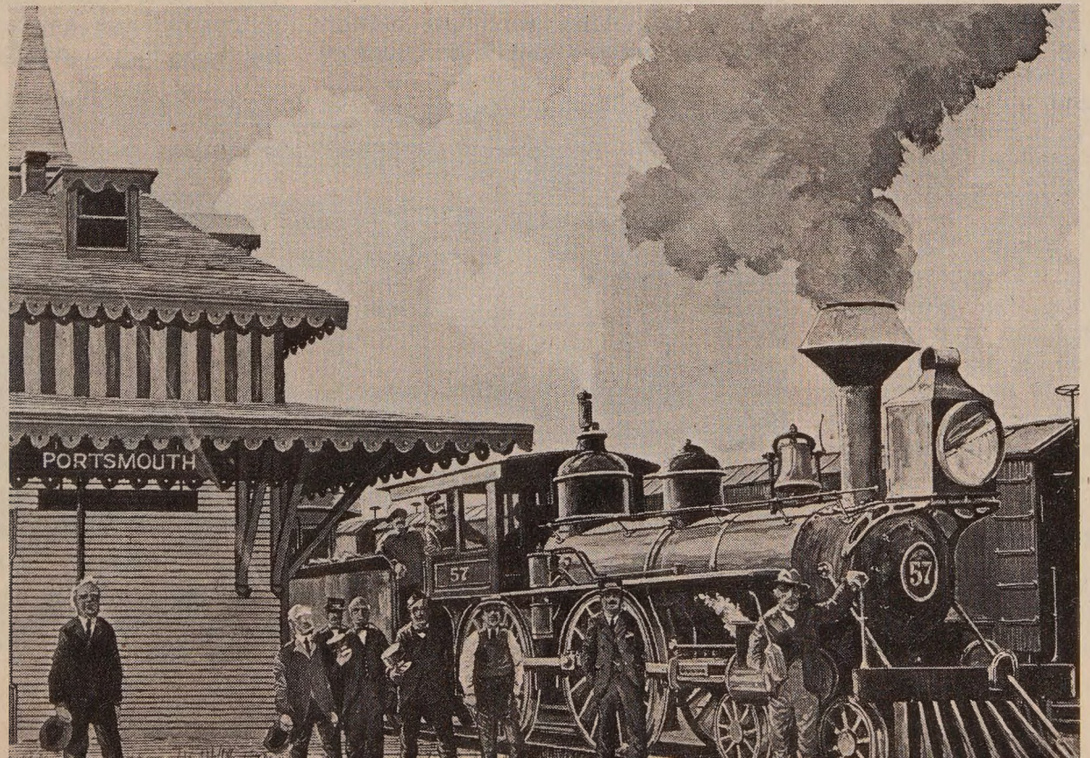
Painting by Arch McDonnell

Diamond-stack engine at Portsmouth, N.H., gingerbread station on long-ago summer day.



THE MAIL CAR

where editors and readers meet

Robert W. Streich shown with plow.
Photograph by John Eagan

OUR COVER shows Bonnie Skubisz, 18, of Bolton, Ill., tape-recording the Southern's 4501 at Blue Island, Ill., as it headed westward over Rock Island rails on a fantrip sponsored by the Railroad Club of Chicago last June 24th. Even though the girl comes from a railroading family, the fact that she is standing on a tie indicates she is not too familiar with safety rules. Her mother used to work for Pullman Car Co. as a secretary and one of Bonnie's grandfathers was a locomotive engineer on the Rock Island.

In taking the picture, Robert W. Streich, an art and music teacher of 673 Saginaw Ave., Calumet City, Ill. 60409, used a Hasselblad camera and CPS film, shooting at one 500th of a second, with fill-in flash. This explains the sharpness of details. His father, Edward E. Streich, who enjoyed reading our magazines was proud and happy to learn that one of Bob's photos had been picked for the May cover; but he did not live to see it published. Because of his death on February 25th, we sadly dedicate this color-shot to his memory. ●

Our Monthly Newscast

SNOWBOUND residents of Northspur, Calif. (population, 25) "carpooled" with a California Western speeder crew to get vital supplies, mail, and medicine. The rail line, owned by Georgia Pacific Corp., is the parent of the tourist train *Skunk*. Normally it provides Northspur's main transportation, but storm damage isolated the heavy equipment at Fort Bragg, Calif., besides closing the only automobile road. So on week-days at 7 a.m. for as long as the emergency lasted, Ignacio Garcia and his repair crew boarded the ten-man lightweight speeder (modern version of hand-car) and took the mail to Northspur as they worked on the railroad out of Willits at the other end of the line. Once a week they invited a few Northspur people to ride the speeder to Willits for shopping and visiting friends.

AFTER being a bi-monthly for 16 years, *The Milwaukee Road Magazine*, 824 Union Station, Chicago, Ill. 60606, resumed monthly publication with its March '74 issue. This 32-page illustrated "house organ" is given free to Milwaukee employes, active or retired; but is available to anyone else at $1 a year.

LONGEST railroad strike in history apparently is ended. Last March 1st a Federal Judge, Charles Scott, signed a final decree in the 14-year-old Florida East Coast Railway walkout. The decree settled the split of $1.5 million put up by the FEC as compensation in damage suits filed by strikers. But Scott said it would still be a year before the funds were distributed because of possible appeal of the decision. More than 4,000 claims have been filed asking for part of the settlement.

TEN TONS of mail was being lifted from one piggyback railroad car to another in Chicago when a U.S. mail truck trailer rolled into the Chicago River. When salvaged, it was soaking wet. After warehouse blowers had dried out the mail, it was sent on its way. It consisted of about 10,000 parcels, all fourth class, and unsealed printed matter, originating in New York and headed for Salt Lake City.

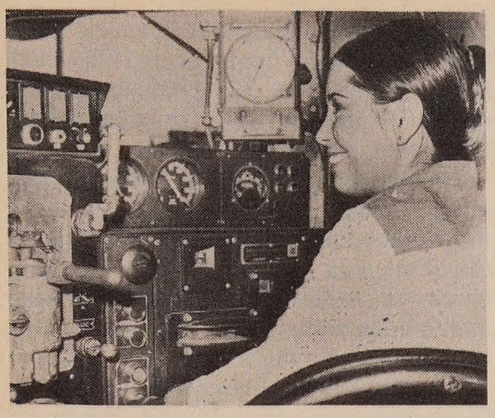
NATIONAL Railways of Mexico ordered 600 gondolas and 3,000 boxcars from Berwick Forge & Fabricating Co., Berwick and Renovo, Pa.

AS TRUSTEE of the Reading Railroad, Andrew J. Lewis sharply criticizes the U.S. Transportation Department's report on Northeastern railroads. He says it fails to meet the growing needs of either the Scranton-Wilkes-Barre area or of Philadelphia's port and commuter requirements. Preservation of the Reading is important, he adds, as a key element in the privately-owned and -operated system serving the mid-Atlantic region, to provide needed competition for a Government-subsidized system built around the Penn Central.

THE ROCK ISLAND has applied to the newly-formed U.S. Railway Assn. for a $100 million loan under the Regional Rail Reorganization Act of 1973. The legislation, besides authorizing loans to the new Consolidated Railroad Corp., which would take over viable Penn Central lines and other bankrupt systems, authorizes "loans to any railroad which connects with a railroad in reorganization, and in need of financial assistance to avoid reorganization proceedings under the Federal Bankruptcy Act." The Rock Island said the loan would be used to rehabilitate the system, which has been unable to operate at a profit since 1965.

BECAUSE cornmeal used in manufacturing dry dog food was delivered in a railroad car that had previously hauled lead oxide and would kill or seriously injure any animal eating it, the U.S. Food and Drug Administra-

New type of auto carrier designed to eliminate vandalism, pilferage, and accidental damage during shipment, which has been a multi-million dollar headache for auto manufacturers and railroads. More than 30 of these cars have been put into service so far this year from Chrysler Corp.'s Portec, Inc.



Christine Gonzales, Sante Fe's first woman engineer, at controls of yard goat Number 4015 at Albuqerque, N.M.
Santa Fe Railway

tion has recalled a large shipment of "Dad's Dog Meal," made by Dad's Products Co., Meadville, Pa., and distributed early this year in New York, Pennsylvania, Ohio, and Michigan. The company said 312 tons of feed was involved. We do not know whether or not it will sue the railroad which carried the cornmeal in a poisonous car.

PENN CENTRAL says more than 8,000 of its 38,000 miles of track are under slow orders, meaning speed reduction because of poor track conditions. At this time last year only 5,000 miles were under slow orders. There were 649 derailments of PC trains in January, up 137 percent over the same month in 1973. To make matters worse, the number of available freight cars is still dropping. PC reported an inability to fill 2,800 car orders in January, as compared with fewer than 200 lacking in the previous January. These figures affect—and are affected by—the nation's critical economy.

A NEW kind of train pulled out of Atlanta, Ga., on April 6th for a tour of 24 communities in six Southern states. Known as "Artrain," its six cars carry contemporary art and other cultural displays from museums in the region. Artists in one of the cars demonstrate their work. Cost of the project is estimated at $500,000, borne by the National Endowment of the Arts, by private contributions, and by donations from the six states to be visited—Georgia, Florida, Alabama, Mississippi, Tennessee, and North Carolina.

BURLINGTON NORTHERN has stopped feeding ice into reefer cars and plans to convert 350 vehicles fitted with ice bunkers for transporting fruit to grain cars. Most of the principal carriers in the U.S. stopped ice car service last September, but B.N. persevered a few months longer, using blocks of ice to help move the 1973 fruit crop to market. ●

Railroad Women

CHRISTINE GONZALES, age 21, one of the very few American women to become a locomotive engineer, went to work the other day for the Santa Fe at Hurley, N.M., pulling carloads of copper ore around a Kennecott smelter yard. Christine comes from a rail family. Her father, Frank A. Gonzales of El Paso, Texas, and an uncle are Southern Pacific conductors. Her mother is secretary to a Santa Fe trainmaster. One grandfather is a retired SP conductor; the other was a Pullman conductor. One grandmother was an ATSF train stewardess and Harvey House girl.

"I like my new job," Christine says. "They give me a good share of work. I'm at the bottom of the seniority list, working from midnight to around 7 a.m., dumping ore all night for the crusher. But I'm a full-fledged engineer now. I came through."

Working in blue jeans, she wears her long dark hair tied in a knot for safety reasons. She stands 5 feet 7, weighs 130 pounds. Nearly a year ago she began work as a hostler in the Albuquerque yards, taking diesels from the roundhouse to the locomotive crews as part of her training to become an engineer. After studying six weeks at the ATSF simulator school in Topeka, Kansas, she finally earned her engineer's cap along with 13 male graduates.

APPOINTMENT of Mrs. Ruth Tanner as general manager of operations on the Arcade & Attica is announced by Gerald G. Hutton, president of the upstate New York short line. Ruth had served for years as assistant to her father, the late Richard Cartwright, who was general manager and then president of the road from 1921 to 1966.

AN OLD PHOTO shows me at the door of P&R boxcar 95501 in front of the Southern Pacific's little OS station at Elmhurst, Calif., on Jan. 1, 1919. A neighbor took the picture. I was then an SP freight-claims employee with two years' seniority on the Western Division. (Afterward, I became a telegraph operator on the SP, but that's another story.) My boss in 1919 was W. A. Worthington, local freight agent in San Francisco. He nicknamed me "ESPE," my own initials and the company's, and it has stuck to me ever since.

In those days I commuted between Elmhurst and San Francisco via train and SP ferry over the bay. What I didn't know at the time I posed for the picture was that the same boxcar had been broken into by robbers the night

Selma Prescher poses in door of old P&R boxcar that had been broken into night before this picture was taken.

before. After the photo was developed and printed, I showed it to Mr. Worthington; his chief clerk, R. V. MacAllister, and a few other people.

Later, a policeman arrested me for complicity in the theft. He knew about the photo and learned that I had taken home $260 in cash. Lest I try to escape, he put handcuffs on me. I was petrified with fear. But he quickly released me when I explained where the money had come from and Mr. MacAllister verified it. Eventually, my mother used the $260 as down payment on a plot of land in Oakland, and had a house built there. I am still living in that house.—Miss Selma Prescher, 10665 Pearmain St., Stonehurst, Oakland, Calif. ●

OFFICIAL GUIDE. A recent item in *Railroad Magazine* seems to indicate a misunderstanding of the reasons behind the re-design of the *Official Railway Guide*. Our decision to split the traditionally "combined" *Guide* into separate "Freight" and "Passenger" editions was based on careful market research. The rail shippers and carriers who constitute a major force in the movement of freight throughout this continent gave detailed replies to questions of independent researchers, which showed conclusively that a large majority wanted their own *Guide* to serve their own needs. The new Freight Service edition provides the wanted material in newly arranged formats designed to make their *Guide* more useful and easier to read. For their purpose the new edition is far superior to the old.

At the same time, our traditional belief in the many virtues of rail passenger travel had led us to research an entirely new Passenger Travel edition of the *Guide*. The newly recognized "energy crisis" and your mentioned "resurgence of passenger business" have only made this edition more timely. Our Passenger Travel edition also is being planned graphically to be the "easiest ever" to use. It will be the most comprehensive we have ever published, covering not only inter-city rail service but connecting schedules of other modes of public transportation and related services available to travelers throughout North America.

Far from being the "major mistake" you wonder about, we believe that both new *Guides* are timely and will be welcomed by most people in both segments of the transportation industry. Among them should be many of your readers, who will be interested to know that our Passenger Travel edition is scheduled to appear in July and that pre-publications prices will soon be announced.—John A. Pattee, president, National Railway Publication Co., 424 W. 33rd, New York, N.Y. 10001. ●

WE LIKE to hear from readers but only when their letters are brief. Long letters keep pouring in to us daily. We are understaffed, have no secretary, and can't find time even to *read* long letters, let alone *answer* them. The ideal communication for us consists of one very short paragraph. Maybe two brief paragraphs at the most. When we get real lengthy letters we usually lay them aside for weeks.

Readers who want photos, clippings, mss., or other material returned should enclose a self-addressed stamped envelope.

All mail that refers to subscriptions should go to the *Railroad Magazine* office at Portland Place, Boulder, Colo. 80302. (New York doesn't handle subscriptions directly.)

Send orders for old issues only to 420 Lexington Ave., Room 2540, New York, N.Y. 10017. (Boulder never has any back numbers on hand.) Our New York supply of "oldies" is going fast and cannot be replaced. We have none earlier than 1967, and not all issues since then. Even Jan. '74 is completely sold out. For that reason, you should specify alternate dates in case we don't have the copies you want most. Send check, money order, or U.S. stamps. (We always need stamps.) No cash except at your own risk. Due to a recent postal increase, the cost of our back issues (now 85¢) is likely to rise. So if you prefer to buy old *Railroads* at the present rate, you'd better hop on the band wagon.

One question: "How can I get back issues that you no longer have in stock?" Answer: Try a second-hand magazine store or our *Switch List*. ●

LUMBERING up to the depot at Kidron, Ohio, the other day, a string of a dozen wagons arrived from the Amish farm of Enos Yoder, filled with the Yoders' household goods, furniture, farm equipment, and horse feed. Also members of the family and many neighbors who had generously come along to help load the stuff into a Norfolk & Western boxcar. The family was en route to Ethridge, a Tennessee village of about 600 people, mostly Amish. Adherents of the sect had started migrating there about 30 years ago because the land around Ethridge was cheap and had very little commercialization.

More than two dozen Amish farmers assisted their departing neighbors. Wagons occupying the area while they toiled and ate made quite a sight. At length, space was found in the boxcar for four teams of sturdy horses owned by the Yoders, and two Amish men who rode with the animals to look after them. The rest of the family journeyed by bus, met the train at Ethridge, and set up housekeeping to continue living the simple life of their sect.

America's largest Amish colony is located in Lancaster County, Pa., home of the Strasburg steam railroad and two of our *Interesting Railfans*, Bill Moedinger, president of the Strasburg, and Donald Denlinger, owner of the Red Caboose Motel, which consists of 19 waycars available to tourists. Don is Amish; Bill isn't. ●

THE LAST Wabash steamer out of Meredosia, Ill., on Jan. 28, 1955, with H. R. Vannier at the throttle, was coalburning Mogul No. 576, which he had first fired in 1910. Vannier told the *Locomotive Engineer* that he had begun firing Nov. 22, 1909, being assigned to engine 776. In those days crews were assigned to specific engines.

"When later," he says, "the Wabash bought a larger class of engine, stoker-fired and numbered in the 700's, all of the little old 700-class were renumbered to the 500's, leaving the last two numbers the same; that is to say, the 776 became the 576."

The 500's were light enough to cross the bridge over the Illinois River at Meredosia. They were used on the 75.8-mile run between Bluffs, Illinois, and Keokuk, Iowa, in place of the heavier diesel power that the road had by that time.

With the acquisition of a lightweight diesel engine for freight service, the Wabash became 100 percent diesel in 1955. Its last operating steamer was a slide-valve 2-6-0, the same type Vannier ran, No. 573, built in 1899 by the Rhode Island and Richmond Locomotive Works. The 573 was finally donated to the Museum of Transport in St. Louis, Mo., where you can see her today. ●

Personalities

THIS YEAR marks the golden anniversary of the Santa Fe Railway band at Topeka, Kan., probably the only railroad band left in the U.S. Organized by Clarence M. Whitlow in 1924; he has been in charge ever since. He retired in 1965 from an ATSF career as section hand, apprentice boilermaker, draftsman, etc. Band members ranging in age from 18 to 80 include drum majorette Beverly Bernardi, who won the amazing total of 662 trophies and 100 medals in state, regional, and national twirling competitions and talent contests! The band has its own music library, sound equipment and a van for hauling it, and three sets of uniforms. Its first photograph was made in 1925 at the Topeka Shops beside steam locomotive 3438.

I GREW UP near the Canadian National mainline. Steam engines fascinate me. I'm sorry they have gone from the scene; my son will never know the romance of that bygone age.—Rev. Donald F. Stuckless, missionary. Apartado Aereo 53026, Bogota, Colombia, South America.

THOMAS FANTE, general manager of Southern Pacific's intermodal traffic department, has been elected president of the National Railroad Piggyback Assn., representing all major intermodal rail carriers in the U.S. and Canada. Record piggyback busi-

ness for 1973 included a total of 2,671,360 trailers and containers loaded, 18.6 percent gain over the previous high in 1972.

TAMARA DOBSON, tall, black, and beautiful, is the daughter of a Penn Central Railroad clerk. She's 25 years old and 74 inches tall. After a modeling career, Tamara became an actress, starred in the Warner Bros. movie *Cleopatra Jones*, which is reported to have grossed $6 million to date, and is signed up for five more films.

WHEN Mark Emchick, 11-year-old son of a Penn Central electrician, scrambled aboard a slowly-moving PC freight train near the railyard in his home city, Collinwood, Ohio, to retrieve a stray cat, he didn't dream that two hours and 100 miles later he would be in a railroad yard at Erie, Pa. But that's what happened. The cat was at the far end of a flatbed car. As Mark ran toward it, the animal suddenly jumped off and the train picked up speed.

"With a hard wind blowing and no roof or sides on the car, I was scared," he admits, "but I held on tight."

Getting off at Erie, he went to a trainmaster, who phoned the police. Parents drove to Erie and took the lad back home. Only Heaven knows where the cat is.

WILLIAM M. MOEDINGER has been re-elected president of the Strasburg, while Edward A. Lewis, former general manager and auditor of the Arcade & Attica, was chosen vice president of administration.

DOUGLAS MORGAN, 10, and his brother William, 9, of Milwaukee, Wis., ran away from home the other day to join an Indian tribe at Wounded Knee, S.D. Boarding an Amtrak train without a ticket, they rode undetected to Minneapolis, changed trains, and got as far as Havre, Mont., when a conductor discovered them. They returned home by airplane.

ROBERT YAHNKE, who has had two photographs of his wife, Yvonne, in a railroad setting published in *Railroad Magazine*, is recuperating from open heart surgery. His home is 1305 N. Sherman Ave., Madison, Wis. 53704. "Just before the operation," he writes, "I was frightened, but I prayed a lot, and that helped. When I regained consciousness and Yvonne was holding my hand, I knew the worst was over. While in the hospital, I became impatient to see the February issue of *Railroad*, so I phoned for a taxi and paid the driver to bring me a copy from a newsstand. It was worth what I paid. I spent the afternoon reading it." ●

One Man's Opinion

BILL ROHDE wrote in your March issue that if America's railroads were nationalized, all profits from their operation would go "to a general accounting office to the credit of the American people . . . as in all other major countries." Doesn't he know that those countries operate their nationalized railroad systems at huge losses, which the public has to make up, and are abandoning branch lines right and left? There are no profits.—Felix Reifschneider, P.O. Box 88, Fairton, N.J. 08320.

(*Ed. note*: You are right about the losses, Felix. The big question, however, is whether or not taxpayers should subsidize their railroads just as they do their fire and police departments, their public schools, their Army, Navy, Coast Guard, etc. And if not, why not?)

SOMEONE should compile a list of camping grounds located adjacent to railroad rights-of-way. For example, a camp site is being prepared near Penn Central's mainline just outside Strasburg, Pa. Just think of being able to hear a GP-35 late at night while you are bedded down in a tent or camping vehicle!—Russell D. Hobby, 633 Prospect Ave., Bethlehem, Pa. 18018.

BERT PENNYPACKER'S "Steam Days on the Wheeling Road" (March issue), for me, read more like a review of part of John Rehor's book, *The Nickel Plate Story*, than a well-researched magazine article. Bert's claim that 4-4-2 No. 2306 received the first installation of roller-bearing tender trucks is untrue. Fact is, W&LE 2-6-6-2 No. 8413 (pictured on page 29 with both roller and friction bearings on the rear tender truck) was given roller-bearing tender trucks on May 14, 1926, a full two years earlier than he stated.

The photo of engine 2303 with train (page 28) shows not only the last days of W&LE passenger service but also the last hours! It pictures the final run of train 32 on July 17, 1938, at the Wheeling's 93rd Street station. The regular train consisted of baggage car, a combine RPO-smoker, and an observation coach. But for the graveyard

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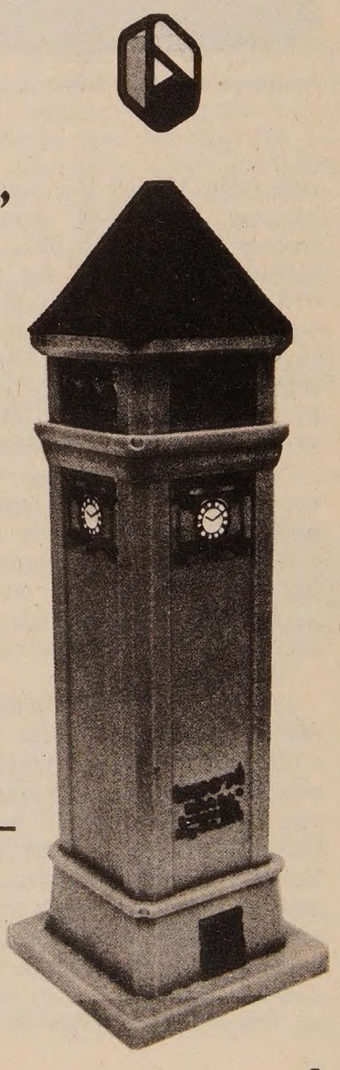

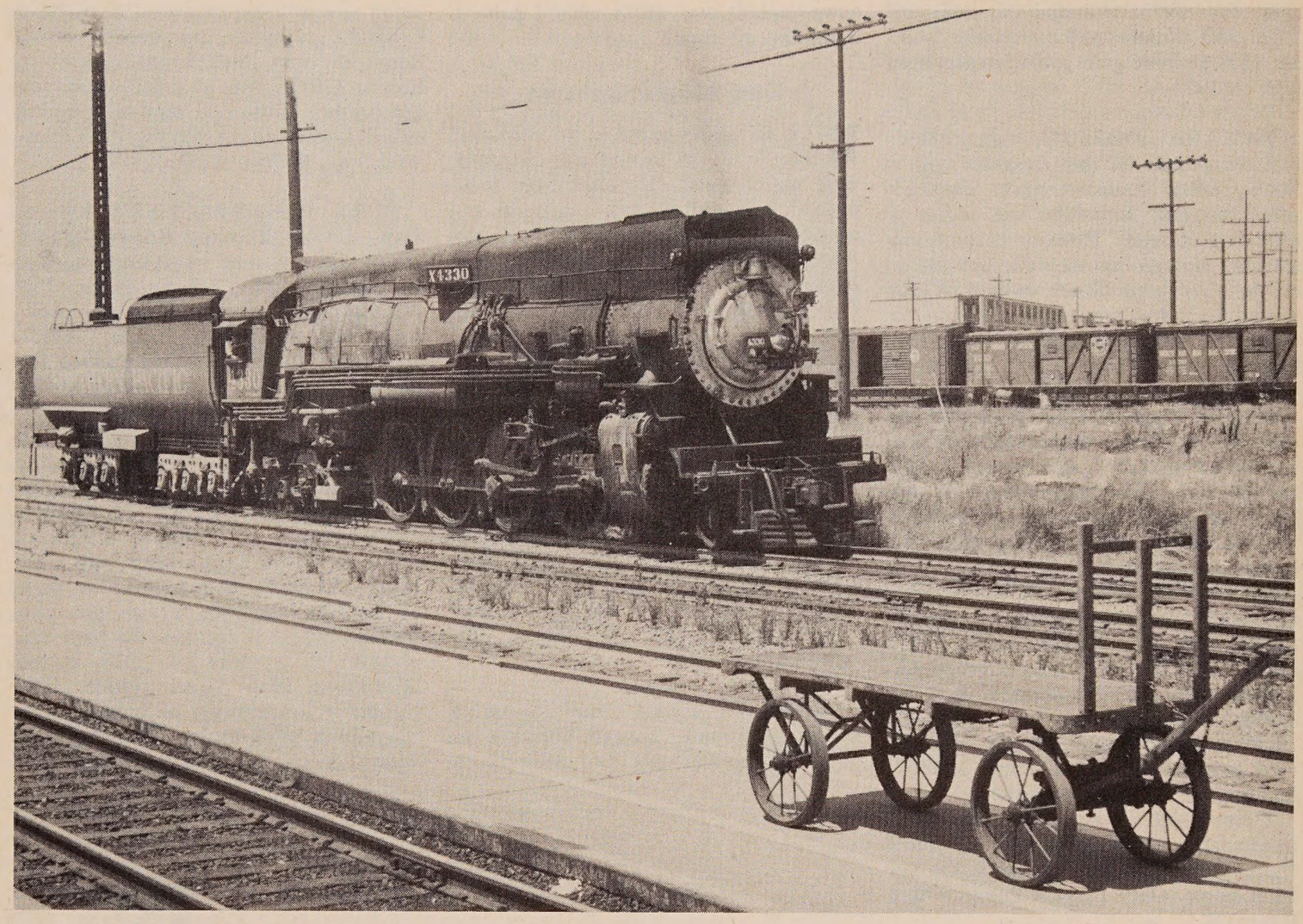

Southern Pacific 4-8-2 No. 4330 easing past 16th St. station on way to Desert yard train at Oakland, Calif., in '55.
Harre W. Demoro, 3040 Jordan Road, Oakland, Calif.

run, train 32 had E-1 4-4-2 No. 2303, baggage car 0140, combine RPO-smoker 0120, coach 086, and two observation cars: 011, the *Canton*, and 018, the *Kent*. The southbound train was No. 32, *not* 35 as Bert stated. Also, the wreck of 2-8-4 No. 6411 at Snively siding occurred on Dec. 19, 1939, *not* in 1941 as he wrote.—John B. Corns, 226 Locke NW., Massillon, Ohio 446

(*Ed. note*: In fairness to Bert Pennypacker, his W&LE feature drew a fairly heavy mail, nearly all of which was favorable. Furthermore, the many steam articles he has written for us over the years set a high standard for accurate information and readability.)

ON MARCH 25TH I moved to Boston to become a street reporter for CBS-owned WEEI, which has just switched to all-news radio. For three years previously I had been covering Connecticut for all-news WCBS, New York. My new duties center around mass transit, particularly by rail. Their scope is national as well as local. My schedule calls for a series several times a week on mass transit for broadcast on other CBS stations in New York, Chicago, L.A., San Francisco, etc.—Chuck Crouse, WEEI Radio, 4450 Prudential Tower, Boston, Mass.

OVER the past three years I sent many readers the answers to questions they had asked in Barbara Kreimer's *Running Extra*. Only one of them acknowledged this favor.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

(*Ed. note*: That's nothing new. The Bible tells of a day about 2000 years ago when Jesus cured ten persons of diseases, but only one showed up to thank him; and Jesus asked his disciples: "Were there not ten healed? Where are the other nine?") ●

BUFFALO'S Mayor Makowski told the ICC that the Federal Government's plan for restructuring the northeastern railroads should include "not only management and operations, but also the huge land holdings, particularly in the center of cities." He said: "The railroads own 11 percent of Buffalo's 42 square miles, but use only about 3 percent of this land for economically viable transportation purposes. He added that they owe the city $4.2 million in unpaid taxes.

Another in the long list of opponents of the Federal plan is Governor Wilson of New York State, who informed the ICC that his state has 5595 miles of trackage. By abandoning 34 percent of this total, he said, would eliminate rail freight service to 200 communities in the state, which would be a crippling blow to New York's agriculture, commerce, industry, environment, and energy sources. Under the Regional Rail Reorganization Act of 1973, the Federal Government will restructure seven bankrupt railroads that now serve the Northeast.

The seven are the Penn Central, the Jersey Central, the Lehigh Valley, the Reading, the Erie, Lackawanna, the Boston & Maine, and the Ann Arbor. The Federal plan calls for cutting the 30,000 miles of existing trackage in the 17-state area to 15,000 or 20,000 miles. ●

ABRAHAM LINCOLN was in the White House—not aboard a train as is commonly thought—when he wrote the text of the address he deliv-

ered at Gettysburg, Pa., on November 9, 1863. Actually, he rode on *two* trains to the battlefield cemetery, changing at Hanover Junction, Pa., and revised the script en route.

One witness recalled later that he and his wife had sat behind the President in an ordinary day coach and watched him writing. Others told of seeing Lincoln in a car that had a private "parlor" section partitioned off at the front end. They said he sat in the rear for a while, exchanging small talk with fellow passengers, and then retired to the parlor section to do some writing. Both accounts could be true, referring to different trains. Five copies of the speech in Lincoln's handwriting are extant, including two that he copied at the request of noted admirers for sale at charity auctions.

Medical evidence indicates that Lincoln probably enjoyed good health at the time of his Gettysburg address but may have been suffering from a serious heart disease when he was shot in 1865. This great man has intrigued thousands of writers. Your editor, Freeman Hubbard, wrote a book entitled *Vinnie Ream and Mr. Lincoln*, published by McGraw-Hill in 1949 but now out of print. Vinnie was the girl from Wisconsin who made a clay bust of the President from life while he was at leisure in the White House, completing it just before his death. Later she sculptured the life-size marble statue of him that stands today in the Capitol rotunda. ●

Old Days in Colorado

PHOTO of caboose 0503 in your March issue (page 25) recalls my boyhood at Alamosa, Colo., then an important Rio Grande division point. During the Depression of the 1930s, she and her sister crummy 04343 were familiar sights on southbound freights three days a week between Alamosa and Chama, N.M. The 0503 was regarded as the property of conductor Norman Roberts, while the 04343 was the "home away from home" for conductor Bill McKibben. Both men had high seniority.

Our winters were very severe. Freight and passenger trains alike spent many a night snowbound at the summit of Cumbres Pass. On its return to Alamosa after being freed by the rotary plow pictured on the same page, the 04343 was spotted conveniently by the switching crew in the yard. One or two of Roberts' sons would go down there and bring home their father's personal belongings. Sometimes I went with them. It thrilled me to enter the crummy and smell kerosene, creosote, journal-box oil, and the lingering aroma from a pot in which coffee had been brewed on sub-zero nights.

My grandfather, Henry Pollard, and Dan Conway had the highest seniority of any conductors on the Alamosa Division. Both were assigned to the narrow-gage *San Juan* express, a two-day run with one layover day. The last remnant of that train is today's Cumbres & Toltec Scenic Railroad.—C. W. Meehan, P..O Box 5445, Dallas, Texas 75202.

THE JULY DAY in 1917 when I rode on a Colorado Midland Wildflower Excursion out of Colorado Springs is a delightful memory. That service was inaugurated in the 1890's to take tourists on one-day round trips though the mountains. At first the trains ran as extras but soon became popular enough to rate a listing in the timecards.

The westbound Wildflower Excursion left the Rio Grande at about nine a.m. and returned around five p.m., picking up passengers at Manitou, Cascade, and Green Mountain Falls, and went on to Florissant. Nobody was in a hurry. Stops were made to search for fossils or pick flowers. At one stop pictures were snapped of the happy excursionists. A newsboy who worked the train selling brochures shouted again and again: "Everything you see on the trip is already in the book."—Erma L. Bradley (son of a Chicago Great Western conductor), 1322 W. 31st Street, Cheyenne, Wyo. 82001.

A LARGE BOOK entitled *Colorado: Big Mountain Country*, by Nancy Wood, published in 1969 by Doubleday & Co., Garden City, N.Y., is well worth reading. Here is a sample of it:

Durango is an extension of that honest fiction, a hearty town not far from where Utah, Arizona, and New Mexico come together. Once a bawdy supply point and smelter for the Silverton mines, Durango now draws about 70,000 visitors a year to its narrow-gage railroad and about a third of that to its melodrama, held in a superbly restored Victorian hotel, the Strater.

Although all of its false-fronted stores are gone and the town is busy and prosperous, the aura is unmistakably Western. Ute Indians from the nearby Ignacio and Towaoc and Navajos from Arizona and New Mexico mingle with the crowds along Main Street where a two-block-long "instant West" has been erected by the Denver & Rio Grande Western Railroad. Local men in big Stetsons, cowboy boots, and bolo ties fastened with chunk torquoise cheerily tend to business, Denver-style...

In summer, as early as four in the morning, railroad buffs begin to clog the little orange depot, shivering in the pre-dawn which will soon change to a hot and dusty day in Durango. The first train departs with a low and mournful whistle that still sends shivers up the backs of many who have lived in Durango all their lives. A cloud of soot erupts from the smokestack and as cameras click and children wave goodbye, the engineer blows the whistle again, and number "four-seventy-water-bag" is on its way down the yard-wide track to Silverton. For the next 40 miles the train rocks alongside the Animas River, through a deep gorge and lush farmland, all the while belching black and white smoke, coughing around the curves, and sighing as she slows down.

At night, when the tourists have gone and the Durango depot is dark, the tired engine sits alone on the track, still sighing and coughing, very gently, as little clouds of steam rise from her flanks.

And after you have ridden the narrow-gage, if not before, you should visit the Colorado Railroad Museum at Golden, a suburb of Denver, and meet *Interesting Railfan* Bob Richardson, who presides over it. No vacation in the "Big Mountain Country" would be complete without a stop-off at Golden. ●

WORLD FAMOUS HORSESHOE CURVE

Did you miss this review which appeared in the Dec. 1973 issue of RAILROAD?

WORLD-FAMOUS HORSESHOE CURVE AND ALTOONA, 64 pages, soft cover 6x9", photos, diagrams, statistics; Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018, $4.50 plus 25¢ handling.

A cover dressed up in good old Pennsy Tuscan red with gold lettering and an I-1 bending around the curve toward Gallitzin sets the stage for another of Albrecht's very interesting series of *Steam Locomotives of Yesteryear*. He gives excellent steam photo treatment to famed Horseshoe Curve and to Altoona, home of the unforgettable Pennsy shops.

If so the book is still available and also the **PRR K4s ($3.00 P&H 15¢) BROAD STREET STATION ($3.95 P&H 15¢)**

Harry P. Albrecht

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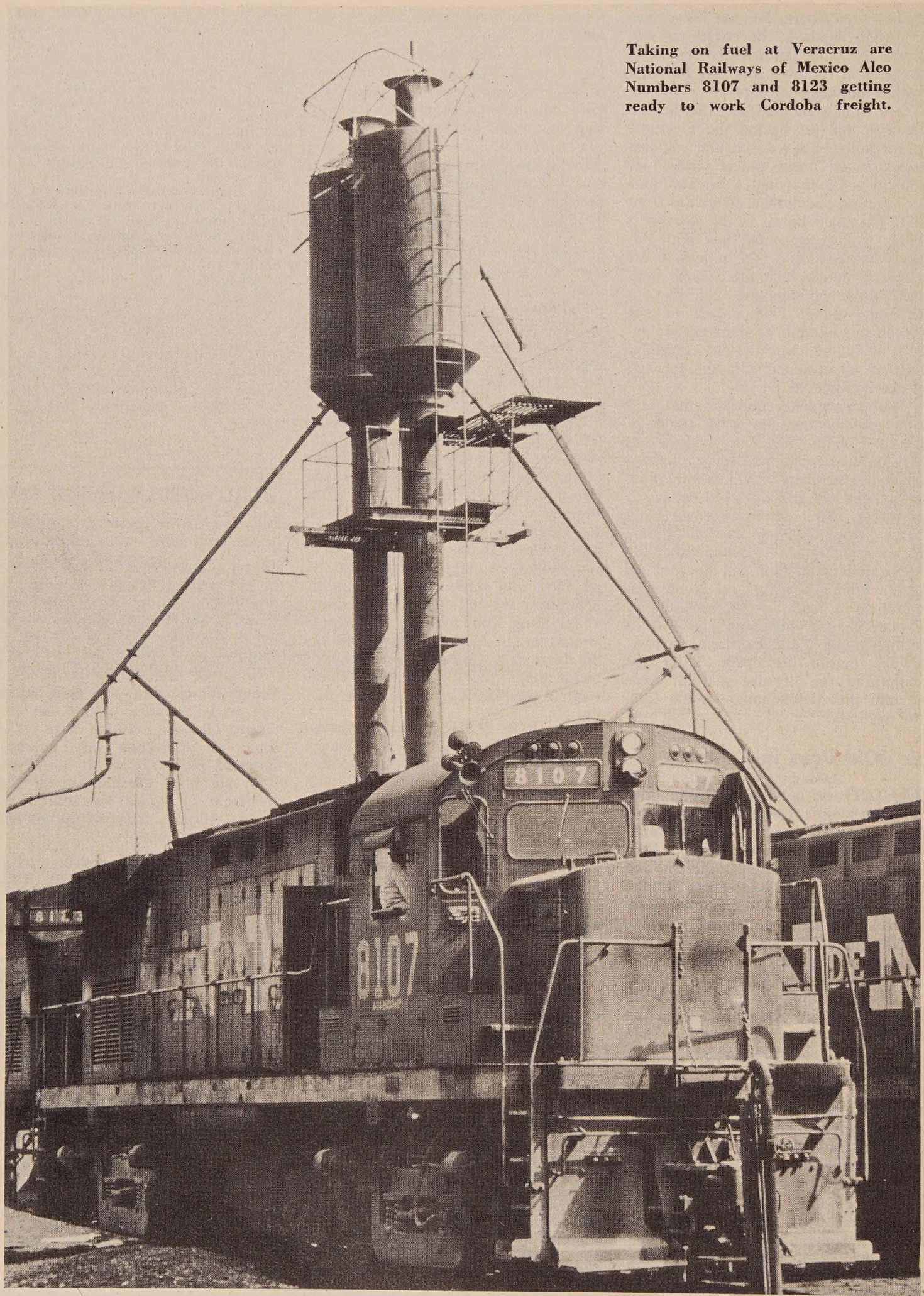

Taking on fuel at Veracruz are National Railways of Mexico Alco Numbers 8107 and 8123 getting ready to work Cordoba freight.

Robert Redden, 113 Munroe, Lynn, Mass. 01901

IN FOREIGN LANDS. The 38-hour train ride of 700 miles that you could take from Antofagasta in northern Bolivia, is unlike any other trip on earth. In wooden-bodied, open-ended coaches, you begin a steady climb to 13,000 feet. The porter has oxygen masks available for anybody who might need one in such high altitude, but relatively few people do. The dining car is regal, with dark-stained wooden walls, white tablecloths, and surprisinngly fine food. It's just possible that you'll be the only North Americans aboard. The train fare for that long and spectacular distance is only $25 for two!

A SWITCHING locomotive was sent from France to Middlesbrough, England, on Sealink's Dunkirk-Harwich trainferry service—because that way was cheaper than shipping it direct, reports *British Rail News.* A floating crane would have been needed to transfer the 60-ton loco to the quay on Tees-side.

The loco, which was needed for a series of tests, traveled on its own wheels between Paris and Dunkerque but was out of gage on British Rail. So a low-loader hauled it by highway the rest of the way. A fortnight later it returned by the same route.

A TWO-YEAR renovation project has been completed in Hungary for the Budapest cog-wheel train, which takes people from a terminal near Hotel Budapest to the top of Szechenyi Hill. It travels about 2½ miles and rises nearly 1,000 feet. Its capacity is 316 passengers. The original train went into service in 1874.

INGENIOUS thieves in Shepparton, Australia, stole a baby carriage and an 18-gallon keg of beer from a train and used the vehicle to wheel away the beer.

BRITISH courts recently fined a youth who deliberately dropped a milk bottle from an overhead bridge onto a railway line. Also a kid who tried to sell a bundle of stolen Sunday papers late one Saturday night in King's Cross Station, a boy who swiped a lampshade from a Dundee-London train and smashed it on the coach floor, and a fellow who threw stolen light bulbs out of a train window. Also a man who rode a passenger train from Aberdeen to Perth, Scotland, without a ticket; a guy who jumped out of a moving train to buy cigarettes at York station, and a conductor who kept excess-fare money collected from passengers. These items were culled from *British Rail News.*

FRENCH National Railways (SNCF) are showing a marked increase in freight and passenger business, reports Joan-Michel Leclercq, Residence Bellevue de Plan, 01220 Divonne les Bains, France. Furthermore, a new electrified line between Grigny-Val de Seine and Grigny-Centre in the greater Paris area was inaugurated last February 15th. This is the first new railway line built in France since 1938. Also: four Turbotrains are now running daily on SNCF between Nantes and Lyons. Others are operating between Nantes, Angers, and Tours.

THE FIRST units of 11 battery locos ordered last year by London Transport in England are being delivered by Doncaster Works. Designed to operate either on their own batteries or the electrified line supply, the locomotives initially will enable engineering trains to be hauled during the later construction stages of LT's Fleet Line and the Piccadilly Line extension to Heathrow Airport. Of fairly simple well-proven LTE design, similar to locomotives already operating, an all-rivetted rather than a welded structure has been retained. This has meant staff experienced in steam locomotive rivetting have been able to use their old established skills on the construction of the bogies and main frames. More modern riveting techniques are used on the super-structure.

The Maple Leaf Dominion

WHEN most of the U.S. switched to daylight-saving time, the border village of Rock Island, which is partly in the Canadian province of Quebec and partly in Vermont, faced a unique problem. Canada is still on standard time; Vermont isn't. The front door of Rock Island's free library and opera house, for example, is in the U.S., but its clock is in Canada. You see, the area was settled by New Englanders before the international line was drawn, cutting through the community and some of its buildings. The stage of the opera house is in one country while the seats for its audience are in the other. Years ago, an expectant mother moved from her bedroom to her living room so that her baby would be born in Canada. Librarian Adelaide Prangley, custodian of the village clock, compromised by setting it half an hour ahead of Canadian time and half an hour behind American time.

ALASKA isn't the only scene of moose casualties in winter time. Those huge, strong, fearless animals, seeking food and a passage way partly clear of snow, often wander onto Canadian National tracks in British Columbia. Last January 23 moose, unable to outrun trains, turned back and charged them, derailing 25 cars. We don't know how many of the beasts were killed or injured.

MAYBE you read about the avalanche that engulfed a roadside restaurant and gas service station 28 miles west of Terrace, B.C., last winter, killing several people. The Canadian National, whose rail line parallells the highway, promptly moved a work train into the stricken area and supplied the rescue workers with warmth, food, and coffee, while gandy dancers assisted in the dig-out before clearing their tracks. Hampering the work was a sullen downpour of rain that might have caused other avalanches.

CREW MEN aboard a passing Canadian National freight spotted a fire in a trackside hostel for transient railroaders at Fort Erie, Ont., and stopped their train in time to save three residents. They effected the rescue by smashing windows in the two-story wooden building.

MAYBE some reader can confirm or deny the claim that Canada, with about 22 million population and some 60,000 miles of railway tracks, has more rail mileage per capita than any other coun-

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Canadian Pacific train 51, headed by GP-9's 8661 and 8697, and Baldwin 8002, rolling near Wellcox, B.C., in Oct. '73.
Michael Wilke (age 16), 595 Leaside Ave., Victoria, B.C.

try on earth. Canada also has over 500,000 miles of highways and streets, mostly surfaced, and about 8.5 million registered motor vehicles.

CANADIAN PACIFIC rail network will be extended to Baie Comeau, Que., in the summer of 1975 when a rail-car transporter service goes into operation between Baie Comeau and Quebec City. The ice-strengthened transporter will be capable of carrying 26 50-foot railway cars. It will operate the year around between terminals to be constructed at Quebec City and Baie Comeau, on Quebec's North Shore.

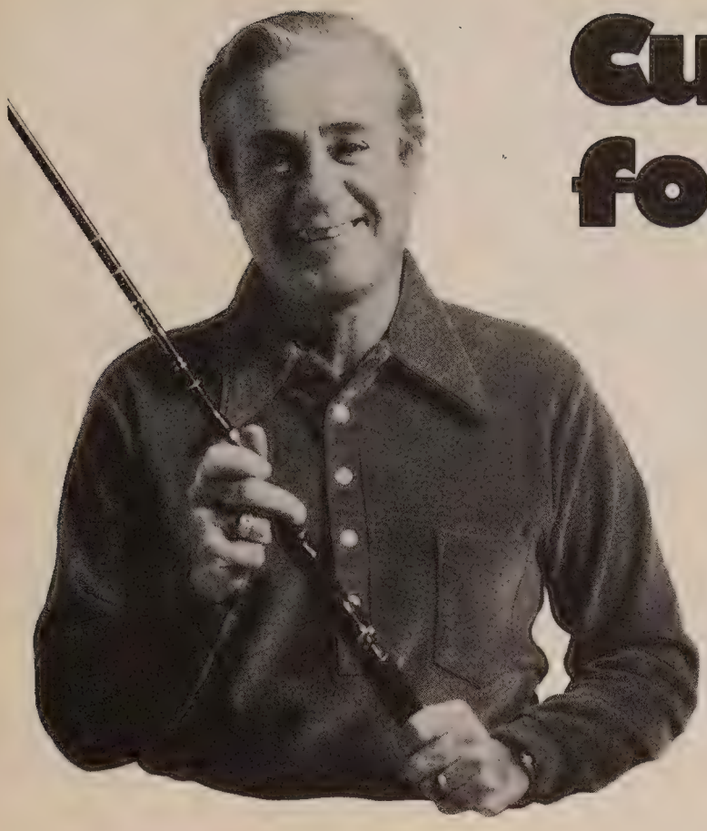
The 385-foot carrier will provide an initial portion of a through rail movement of newsprint on a single bill of lading between Baie Comeau and New York or Chicago.

THE ROYAL Canadian Mint reports that about $27,000 worth of nickels fell from a CNR train in Northern Ontario one day in early March and an unknown quantity subsequently was recovered. G. W. Hunter, master of the mint, said a container of nickels and a few quarters fell in a boxcar and the coins spilled out. It occurred near Longlac, north of Lake Superior. One account said the coins were spilled over an 80-mile stretch of track. The management refused to comment, saying it does not talk about money shipments.

FORTY-EIGHT years ago in January I worked as night watchman on a switch engine on the Canadian Pacific's Kettle Valley line at the barge slip in Proctor, B.C., beside Kootenay Lake. Business was booming. My duties consisted of keeping up steam at night on No. 2116, a hand-fired Consolidation coalburner, so she'd be ready for the crew that came on at two a.m. each working day. Despite long hours, I liked the job. Besides my wages of $30 per month, I made extra money by relieving the fireman whenever he took off a few days to go into Nelson for relaxation, which was quite often.

At such times "Hub" Glen, the amiable old hogger, never failed to send in trip tickets for me. When I knew I'd have to fire the next day, I managed to sleep well during the night. Loading and unloading freight cars from the barges was interesting and firing was easy. The most exciting event occurred each noon when we made up the freight train to go into Nelson. The hogger batched in an old bunk car. At 12 o'clock sharp he'd drop off to prepare his lunch and tell me to carry on with making her up. As I ran the engine every morning to take on coal and water, Hub knew I could handle the throttle and valves. My biggest thrill, though, was giving the outgoing freight a long boost out of the yard, around 12:30 p.m. Before Hub had finished eating lunch, one of the switchmen would take the scoop for me.

Ours was a happy crew. Nobody bothered us even in a minor way until one morning Palmer Lindsay, the master mechanic, unexpectedly rode out from Nelson on a rare inspection trip. He found me getting the 2116 ready for her crew. I had just run her down to take on water at the old, dripping, tank, had spotted her under the spout, and was climbing onto the tender when I saw him approaching from the wharf. He had just got off the paddle-wheel steamer *Nasookin*. Mr. Lindsay was well liked by the engine crews and knew his job, but was a stickler for company rules. As my running the engine was a violation, he bawled me out, but mildly.



Curt Gowdy for Berkley:

"You know, the first thing I liked about Berkley was the idea of a bunch of smart, young, honest guys from Spirit Lake, Iowa, taking on the big boys in the tackle industry. Then I tried the Berkley fishing rods . . .

and it was love at first cast.

"Let's face it. When you get around the sporting scene as much as I do, there are a lot of people who want you to endorse everything under the sun. But my name means a lot to me. I have to be careful. I have to believe in what I'm recommending.

"So when the group from Berkley approached me about endorsing their products, I liked the idea, but I had to say, 'Let's try them out first.'

"My reaction? 'Wow. You guys won't be underdogs for long.' Their Custom Rods with Para/Metric action gave me more control, more feel than I'd ever had before. And I found out that this dollar-for-dollar value continued all the way through their rod line.

"Monofilament fishing line? Same thing. Berkley Trilene® is what it's all about for all kinds of fishing . . . whether you buy Trilene XL®, Trilene Dura-Tuff, Trilene Tensimatic or regular Trilene.

"You should get to know Berkley Rods, Reels, Terminal Tackle and Marine and Cordage Products. I think it's the one way you can go and not go wrong."

P.S. "If you want a heckuva rod, you might give a look to the full line of Curt Gowdy Signature Rods. In Spinning, Spin-Cast, and Fly Models. They're honeys."

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Modern CP Rail freight equipment is pictured to advantage at Yoho end of spiral tunnels in scenic Canadian Rockies. Many long freight trains meet themselves coming back while loco emerges from one level and caboose rides over train.
CP Rail photograph

"Only the engine crew is allowed to touch the throttle," he said.

That was all. I heard nothing further about it and did not get a demerit. The master mechanic must have realized I was only trying to save time for the crew at the barge slip.

I liked that man. Shoftly afterward, I got a job firing out of Nelson. When Mr. Lindsay called me into his office to write up my firemen's rules he did not mention the above incident, but smiled and said: "The best of luck to you, son!"—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada.

AFTER 64 years, CP Rail's spiral tunnels between Hector and Field, B.C. in the Rocky Mountains are still considered marvels of railway engineering, Shirley Whittet writes in *CP Rail News.*

Part of her account is reprinted here.

Total cost of building eight miles of grade revision, including the two spiral tunnels and one conventional tunnel was slightly more than $1 million. But in the early 1950's it cost the company over $2,500,000 just to reline the spiral tunnels when they replaced wood with concrete.

These storied tunnels were built to eliminate a grade that was fast becoming too much for heavier traffic loads. Before 1908, Hector and Field stations were separated by what was known as "The Big Hill." On the east the grade began at Hector on the shore of Lake Wapta, nine miles from Lake Louise, and extended 11 miles to Field.

Nicholas Morant, CP Rail

This CP Rail van, with a resident operator and the station order board signals on roof at Rennie, Ont., can be moved anywhere along line at random, and set up as a temporary station with op to hand up orders to the crews.

The controlling grade on this section was 4.5 percent, which means that the track descended 4½ feet in every 100 feet. It took five 312 class and 1600 class steam engines to move a standard freight train of about 25 cars up the hill. Building the tunnels reduced the steep grade to 2.2 percent—or two feet 2-1/5 inches in every 100 feet. Tunnel No. 1 is 3,255 feet long and Tunnel No. 2 is 2,922 feet.

Many years ago there were two great doors, attended by patrolmen, on the portals of the upper tunnel. Apparently this had to do with winter operations and involved minimizing icing conditions of the interior.

Nicholas Morant, CP Rail photographer, has culled some anecdotes from this line, including one about Hughie Reid. Hughie was a signal maintainer at Field who patrolled the area with his dog. The dog didn't like going through the tunnels on the speeder (track motor), so he would jump off at the tunnel mouth, run up the embankment, and sit there waiting for Hughie on the next level. Then he'd jump back up again and do the same act at the following tunnel.

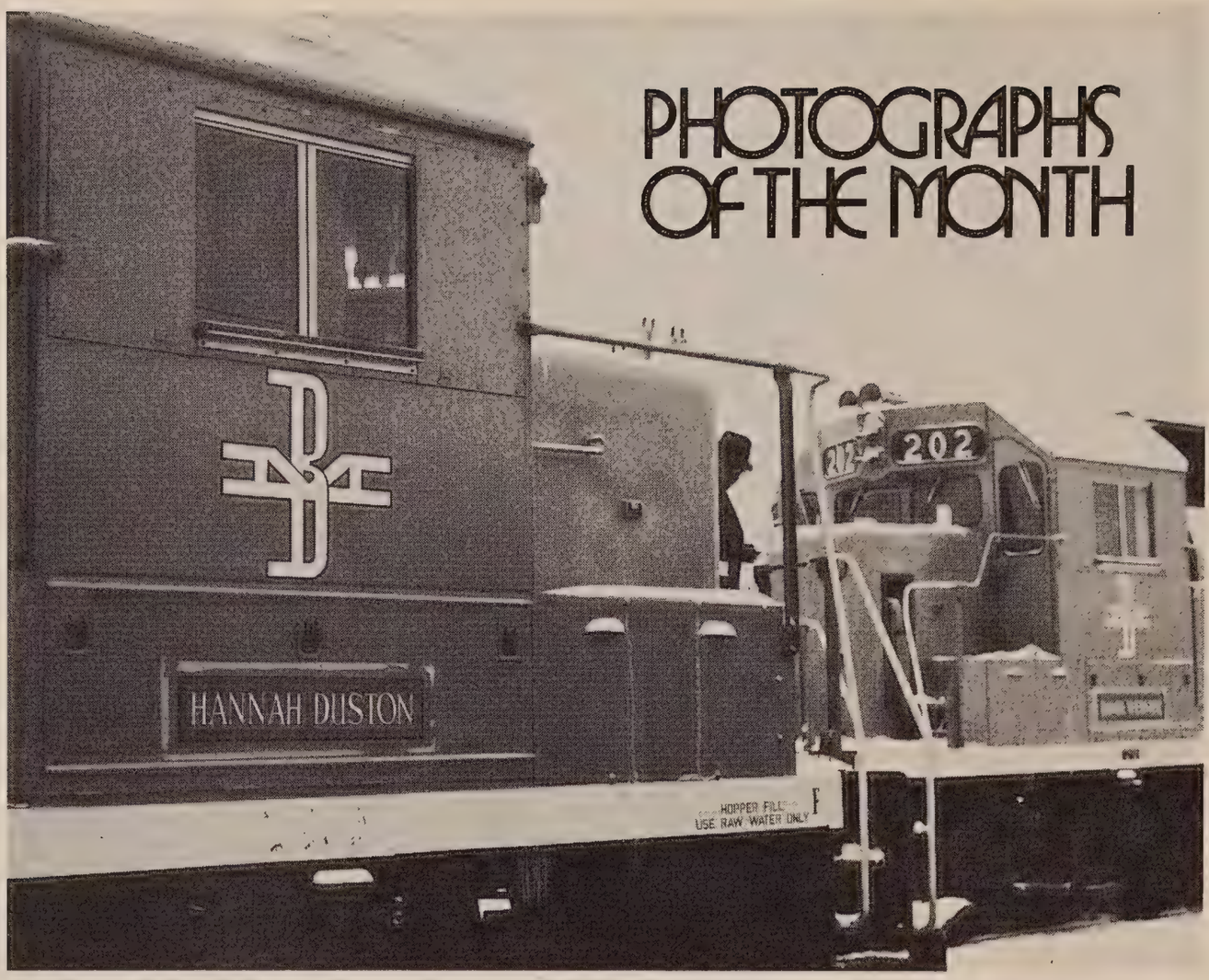
Another incident involved a patrolman. Between the lower spiral tunnel and the upper tunnel was and is Yoho station, and just below the lower tunnel mouth is Cathedral siding. An operator and maintenance staff used to be quartered there and in those days patrolmen went through the long bores watching for rockfalls. One day a man called in excitedly on a tunnel phone and said ghosts were playing the piano.

Investigation showed that a boomer-operator had been transferred from Yoho down the hill to Cathedral, a distance of less than two miles by rail through the lower tunnel. All his effects except a small piano had been moved to the new location. So this Sunday, he got the gandy dancers to help him load the instrument aboard a small flatcar and coast it down through the tunnel to Cathedral. Being a bit of a wag, he thought what fun it would be to go down in history as the only guy who ever played a piano in Spiral Tunnel, and thus produced the weird music.

Then there's the story about the section man who found a moose in the tunnel and was leading it out when a train came through. He held the young animal by the ear against the side of the wall as the train went by, and later led it out to safety. ●

***The Canadian* is seen emerging from bottom portal of lower tunnel in Mt. Ogden, B.C., after entering upper portal at left. Grandeur of Rockies is apparent.**
CP Rail photograph

PHOTOGRAPHS OF THE MONTH



Loring M. Lawrence, 195 Lanceot Drive, Manchester, N.H. 03104

DESCENDANT OF HEROINE OF 1697 CHRISTENS LOCOMOTIVE NAMED FOR HER

Four of Boston & Maine's 12 new EMD GP-38-2 diesel locos were given names at ceremonies at Concord, N.H., on January 16, 1974, honoring famous New Hampshire figures. (Top) 205 was christened *Hannah Duston* by 17-year-old Carol Duston, a lineal descendant of heroine who killed her ten Indian captors at Penacook, N.H., in 1697 after being captured in Haverhill, Mass. (Bottom) The *Duston* and 205 named *Daniel Webster.*

Two-unit Southern Pacific freight train rumbles across long steel bridge at Martinez, California, on a June day in 1964.
Harold Estudillo, Jr., 850 Cinnabar St., San Jose, Calif. 95126

Two of Japan's colorfully decorated trains painted crimson and tan: (top) *Tusubasa*, DC 82 class. (bottom) *Asama*, EC 481 class, arrives in station from Nagano.

Minoru Itagaki, 825 Bord du Lac, Apt. 11, Dorval, Que., Canada

Heading for Millstream Jct., Victoria Pacific No. 16, a Mike, pulls tourist-filled ex-CP coaches over old Canadian National's Cowichan subdivision in July '72.

Michael Wilkie (age 15) 595 Leaside Ave., Victoria, B.C., Canada

Chestnut Hill local passes Mt. Airy station in Pennsylvania on Reading suburban lines in Dec. '73, as seen through the "wishbone."

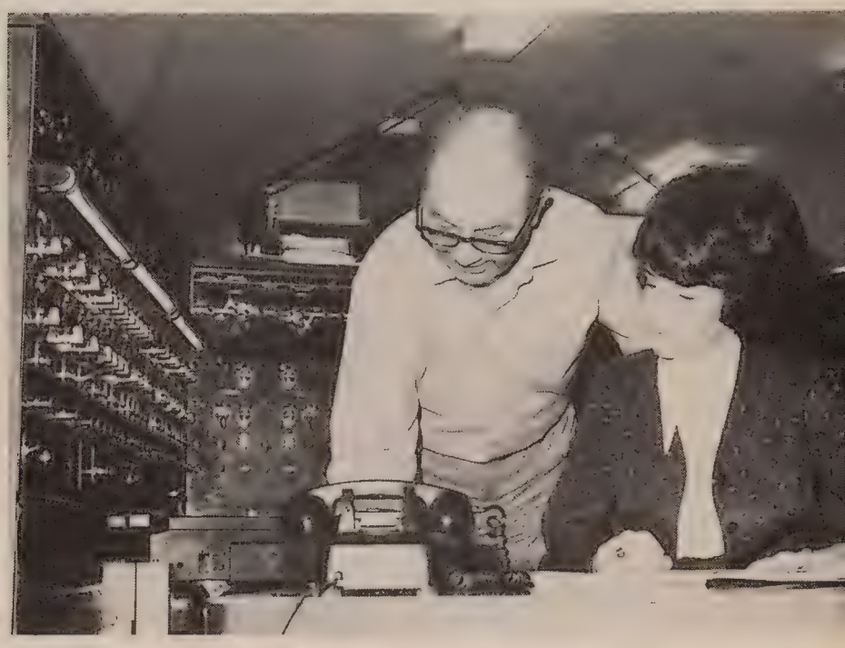
Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Chuck Maxim, Church St., Margaretville, N.Y. 12455

Penn Central GP20 2110 on Catskill Mountain branch at Highmount, N.Y., ready to descend 3.20% grade heading for Kingston on Jan. 5, 1974.

Photos by Bill Fitzgerald, "All Aboard," Frisco magazine

Blonde dispatcher-trainee Phyllis Thompson at work. Veteran dispatcher Arthur Taff instructs trainee Jan Gibbs on just what to do with track washed out and 3 running late.



TWO GIRLS BEING TRAINED AS FRISCO TRAIN DISPATCHERS

The next time you call a Frisco dispatcher and a woman answers, don't hang up. The chances are it will be Jan Gibbs or Phyllis Thompson. They are the first women dispatcher-trainees on the road. And if their work is an indication, there will be more in the future. Currently, however, only 12 women in the nation hold the title of dispatcher. Unlike most railroads, all Frisco dispatching is handled from one place—the Springfield, Mo., office building. Jan and Phyllis are from railroad-oriented families and both girls attended the line's clerical training school in '70. They are quite concerned about every phase of the job. Phyllis sums it up with: "I enjoy being a girl, but I love being a dispatcher."

Long way from home. Erie Lackawanna train NY99 on Belfast trestle—EL River line with Milwaukee Road GP40's 2003 and 2004 and EL U25B No. 2521 growling through crisp air on December 24, 1973.

David J. Monte Verde, 65 West Ave., Rochester, N.Y. 14611

Wayne Bridges, RR1, Box 282A, Delavan, Ill. 61734

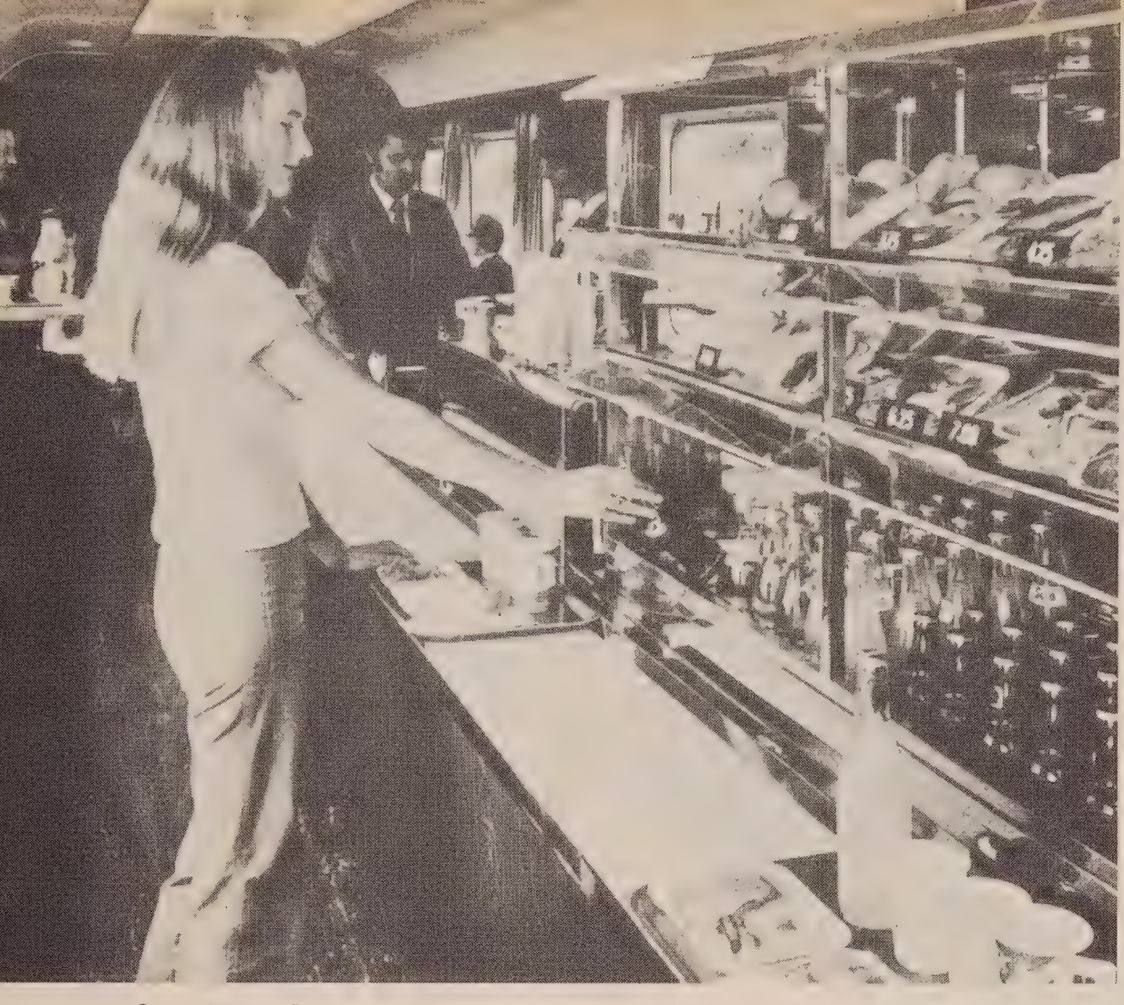
Framed in dilapidated scalehouse of an abandoned rural elevator at Holmes siding on Peoria, Ill.,-Evansville, Ind., branch line two Illinois Central Gulf GP9's 9369 and 9090, Peoria-bound, race by on summer day in 1973.

"Here comes the *Auto-Train*!" Powered by twin U36B's 4000 and 4004, she approaches Sanford, Fla., depot March 5, '72.

William T. Morgan, AG3 OA Div. U.S.S. Saratoga CV-60, FPO New York 09501

Southern Pacific cab-forward, with blasting stack, pushes extra west out of Truckee, Calif., on a hot July 3, 1950.

Photograph by the late Harley L. Kelley



One of several cafeteria cars operating on modern Norwegian State Railway system.

Norwegian National Tourist Office

EUROPEAN RAILWAYS

Louis Pilloux from *"La vie du rail"*, France

Brand new Belgian National Railways CC 1801 multi-system loco ready to leave the Paris Northern station heading TEE 87 *Blue Bird* bound for Brussels in late Dec. '73. The six recently outshopped units, having a continuous output of 4220 kw, have been assigned to the express trains linking Brussels with many other cities.

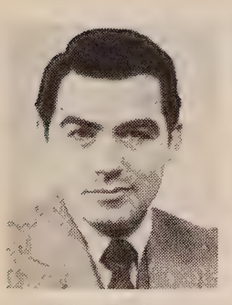
Two narrow-gage Rhaetian Ry. trains at Davos-Platz, Switzerland. Electric fans note, driving rods on 404. Over most of its 247 miles through scenic Grisons Canton it's a one-track line, due to rugged terrain of Grisona—the largest yet most sparcely populated of the Swiss cantons. It is the highest railroad in Europe, climbing to 7405 feet on the Bernia section. Between St. Moritz and Tirano it has a gradient of one foot in every 14; the steepest in all Europe.

Photos top and bottom right from Fred Mackerodt of *"Cars"* magazine

Sally McBryde in London's Waterloo station giving away copies of British Rail's *Travelling* Magazine.

A very necessary part of the Swiss railroad station at Wiesen.

Former Florida East Coast 4-6-2 No. 148, now owned by Sam Freeman, heads into High Bridge, N.J., February 23, 1974, on the way from Jersey's Black River & Western to Morristown and her new job as an excursion loco on Morristown & Erie.
Photograph by Michael A. Eagleson



IN SEARCH OF STEAM

Mike Eagleson

WHIPPANY RIVER is the name of the new tourist operation which the Morristown & Erie started this spring at Morristown, N.J. It marks the return of M&E passenger service which was discontinued in 1928. Steam runs on weekends between Whippany and Morristown, the motive power being Sam Freeman's beautiful 4-6-2 No. 148 a former Florida East Coast engine.

I was there with a camera on February 23rd when the well-proportioned Pacific left her former home on the Black River & Western at Ringoes, N.J., to travel on her own steam to Morristown, pulling a single ex-CNJ coach. Ross E. Rowland, Jr., of the American Freedom Train, sat at the throttle while they were on the Jersey Central mainline between Phillipsburg and High Bridge, N.J. But over the High Bridge branch, CNJ engineer Charlie Strunk, an old steam man, did the honors.

The Buffalo Creek & Gauley 2-8-0 No. 13 (now owned by the South Penn Historical Railway Museum, renumbered 622) will be added to the common-carrier M&E's steam roster.

Nearby, the Morris County Central, which operated on M&E tracks for nine years, has moved to Newfoundland, N.J., at Green Pond Road and Route 23. Its grand opening at the new site is set for the near future. Operating on New York, Susquehanna & Western tracks, it signalizes the return of both passenger service and steam to this area. Morris County Central's motive power is 2-8-0 No. 385 and 0-6-0 No. 4039. Waiting to be rebuilt is O. Winston Link's former Canadian Pacific 4-6-0 No. 453.

STEAM was fired up at Fort Eustis, Va., last November for the National Model Railroaders convention, reports Steve Farrar, 3537 Grove Ave., Richmond, Va. 23221. This was the first use of steam since the 714th Railway Battalion was inactivated in June, 1972. The U.S. Army 2-8-0 No. 607 hauled joyful fans around the base for the excursion.

NINETEENTH CENTURY steamers—32 of 'em and all in working order—are available for purchase from Manfred Heckmann, 1 Berlin 12, Fasanenstrasse 13, Germany. This I learn from Joseph F. Lajoie of the Massachusetts Bay Railroad Enthusiasts, P.O. Box 136, Ward Hill, Mass. 00830. The selling company specializes in large antiques and would sell the operating locomotives for about $40,000 each.

THREE narrow-gage steamers built in Germany between 1907 and 1920 are for sale in Denmark. They belong to a pioneer narrow-gage railway (791-mm. gage) that was opened in 1864 between the Danish towns of Faxe Kalkbrott and Faxe Hafen. Railfans thereabouts see no possibility of using the engines in their own country and hope a foreign buyer will save them from the wrecker's torch. So says Klaus F. Schmidt, 549 Munroe Ave., North Tarrytown, N.Y. 10591.

Two are 0-6-2T's built by Krauss & Co. in 1907 (builder's No. 5599) and in 1914 (builder's No. 6951). The third is a Henschel 0-4-0T (builder's No. 16421), back vintage of 1920. All three are in good operating condition and were equipped with new fireboxes between 6000 and 8000 kroner (about steam a year ago.

The railway would like to get between 6000 and 8000 kroner (about $1020 to $1360) for the engines. This notice first appeared in the December issue of the official German Federal Railway publication *Rad und Schiene*. While no Danish address was given, further info. may be had from Deutsche Bundesbahn, Hauptverwalkung, Pressedienst, P.O.B. 3606, Frankfurt (M), Germany.

EUREKA SPRINGS Railroad Museum at Beaver, Ark., fired up its first steam engine, No. 1867, last November 24th. She is 35-ton 0-4-0 Davenport with a four-wheel trailing tender. Fifteen volunteer railfans from the Springfield and Joplin areas of Missouri are building the museum. Three miles of standard-gage line are under construction on an abandoned right-of-way leased from the Federal Government, including a 400-foot bridge across Table Rock Lake. Official opening of the Museum is set for the U.S. Bicentennial year of 1976, says Reat R. Younger, 2421 N. Ramsey Ave., Springfield, Mo. 65803. Is the 0-4-0 helping on the job?

FOUR steam locos have been acquired by the British Columbia Government for excursion use and museum display on the British Columbia Railway (formerly Pacific Great Eastern), according to Ken Perry, 931 Madison St., Victoria, B.C. V8S 4C4, Canada. They are former Canadian Pacific Royal Hudson No. 2860; 2-8-0 No. 3716; ex-Mac Millan Bloedel 2-8-2ST, No. 1055; and 2-6-2 No. 1077. Late last year the 2860 was observed being test-steamed at he CP's False Creek (Vancouver) roundhouse, after completing lengthy repairs.

On a local television show, B.C. Premier Dave Barrett and Bob Swanson, a former official of the Canadian Federal Department of Transport, divulged that CP 2860 was being rebuilt for excursions this summer out of North Vancouver to Squamish, pulling a string of ten coaches purchased from CP by the provincial government. Engines 3716 and 1077 will be restored to pull a museum train around British Columbia and elsewhere in Canada. The Royal Hudson and the cars will retain their distinctive maroon livery, but will probably be relettered British Columbia Railway. MacMillan Bloedel No. 1055 is currently stored in the loading shed on the road's Chemainus Sawmill Division on Vancouver Island. No announcement yet on her use. Please keep me posted.

IN ENGLAND, the Battle of Britain Locomotive Preservation Society, 58 Oldbury Orchard, Churchdown, Gloucester GL 3 2PU, has just bought Bulleid-designed Pacific No. 34081, named *92 Squadron*, and aims to restore her to working order. Anyone interested in joining the society or buying a share in this engine should contact the secretary, D. N. Roberts.

Amusement Park Steam

"IT SURE brings back old times," says John Graves. A retired Burlington Northern engineer, John is railroading again as a hogger on the narrow-gage steam train at Kansas City's "Worlds of Fun." He began his rail career as a fireman for Chicago, Burlington & Quincy in 1945 and retired as an engineer 25 years later.

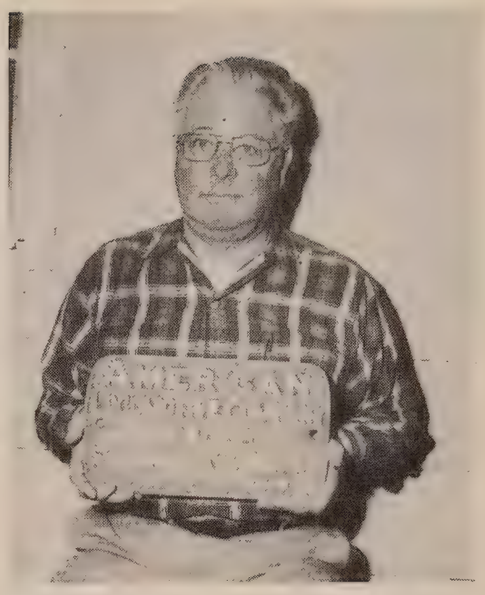
With as many as 480 happy passengers aboard six open observation coaches on the amusement-park line, John oils and readies the bright green locomotive for another run. His fireman checks the water tender. With the conductor's familiar drawl of "All aboard" and a melodious blast of the steam whistle, John eases open the solid brass throttle and the train pulls away from "old Union Depot."

The steamer is a balloon-stacked 4-4-0, fueled by propane gas. Burlington Northern sponsors the railway portion of the Worlds of Fun and employs three authentic railmen as regular engineers. The other two are Ed Watson, a retired Union Pacific conductor, and Ed Henrion, a retired BN hogger.

"These three know railroads or are familiar with steam power," says Bill Ellsworth, director of ride operations. "They run our little railroad safely and efficiently."

Steam Locomotive Books

SPELL OF STEAM, by Eric Tracy, 208 pages, 8½x11", hard cover; Ian Allan, Terminal House, Shepperton, Middlesex, TW178AS, England, £3.50. The author is known as the "dean of railway photographers." His three previous books, *Glory of Steam, Lure of Steam,* and *Portrait of Steam,* have sold more widely and have gone through more editions than any other British book of steam photos. Strange as it may seem to some readers, Tracy himself is a bishop of the Church of England. I regard *Spell of Steam* as his finest work. Mostly action photos, it captures British steam at speed in its heyday, the 1940s and '50s. This volume also has a section devoted to recent steam on England's preserved lines. If you like smoky action shots from traditional ¾ angles, this is for you.



Don Domino, of 226 Shawnee Trail, Aurora, Ohio, owns this builder's plate from Alco 50,000 (Erie 2509). He acquired it from Wm. Carlson, EL dept. of motive power, whose father, M.A. Carlson, was Erie supt. of motive power and had plate removed before loco was scrapped in 1950.

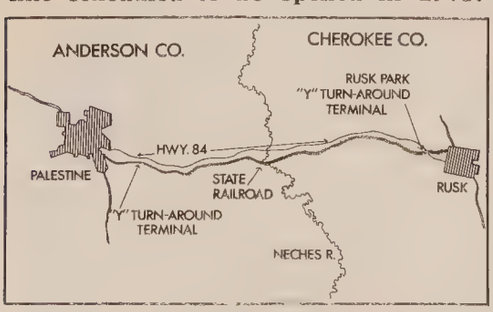
ANOTHER good book from Britain, this one a reprint, is *The Life of George Stephenson, Railway Engineer*, by Samuel Smiles, fifth edition, revised with additions, 557 pages, 5½x8½" hard cover, frontispiece portrait, and index. Published in London in 1858, it is reprinted by Gale Research Co., Book Tower, Detroit, Mich. 48226, and sells at $22.50. This thick book tells the almost incredible story of locomotive builder and railway pioneer George Stephenson (1781-1848), whose first job was herding cattle. Included are fascinating details of his life, the locomotives he built, his railway work, and the effect that the steam locomotive has had on world history.

Photograph by R.E. Ruffell

Rio Grande in England? Miniature railway "Rio Grande 279" runs at Dodge City station, Blackpool, on July 31, '73. Loco is 15" combustion by Severn-Lamb.

White-garbed convicts push Texas State Railroad steel through piney woods as armed guard watches the tracklaying crew.
All photographs are by the author or from Texas Parks and Wildlife Dept.

(Top) Pin-pointing location of "the prison railroad." (Bottom) Route of line scheduled to be opened in 1975.



CONVICTS BUILT THIS RAILROAD

by James E. Satterfield

ONE OF THE LAST places where a casual visitor would look for a railroad is the small village of Maydelle in the piney woods of Texas—especially since the rural surroundings include high strong fences, locked gates, bloodhounds, mounted guards in uniform with ten-gallon hats and wicked-looking side-arms, and groups of grim-faced laborers clad in white prison garb. An air of unreality pervades the scene. When I arrived there the other day I saw the penitentiary inmates routinely gathering up track jacks, shovels, and miscellaneous equipment with which they were rehabilitating the Texas State Railroad, sometimes called "the prison railroad," and placing this hardware on little flatcars coupled to a yellow gasoline speeder.

I had been invited by the Texas Parks and Wildlife Department, which has charge of it, to view the project. Two Department men, Jerry Gleason and Allen Franklin, had come from the Capitol Building at Austin to show me around. One restriction was placed on me: don't take identifiable photos of

One of two ex-Rock Island Harriman commuter coaches ready for renovation.

Badly in need of repairs and still an operational question-mark is TSR No. 611, a 1943 Baldwin-built Consolidation declared surplus by the U.S. Army.

any prisoner or use his name. Together with an independent consulting engineer, we boarded a speeder, the east-end gate was unlocked, and we rolled through the sweet-smelling piney country over rails laid by convitcs.

The whole thing is a state enterprise. The state owns much land nearby and to the west in the direction of Palestine, a relatively vital rail center, famed in boomer lore. More than 80 years ago a penitentiary had been built at Rusk; and later, iron ore was discovered five miles away, also on state land. So the convicts erected an iron furnace on the prison grounds and hauled ore there from the new mine for smelting. At first horse-drawn wagons were used; but the crude roads made them impractical, whereupon a rail line was built from the pen to the mine.

Frugal Texans were not averse to having convict labor cut the cost of this operation. By 1896 the first five miles of track had been laid, to the mine. Then it was decreed that the line be extended the 22½ miles to Palestine to connect with the Missouri Pacific main stem. By 1907 an additional ten miles of track created a railhead at Rusk. For this hard work the convicts were paid the huge sum of 50 cents a day, including meals. There is no record that any of them got rich on these wages.

The first ten miles of track cost only $43,431. But problems developed as the steel pushed on, largely because nobody in the prison system was a railroad expert. The remaining 22½ miles to Palestine cost $530,383. Originally the Governor and the Prison Commission controlled the Texas State Railroad. Its fiscal year of 1907-'08 showed an operating loss of $11,282. The next four years were equally profitless; so the Legislature shelled out $45,000 to pay its debts.

In 1917 the iron mine began to peter out, the iron furnace was sold, and the penitentiary at Rusk was converted to a mental hospital. Thereafter the TSR offered only intermittent service. In 1921 a Board of Governors was appointed to decide whether it could be run at a profit or be abandoned. The Board promptly discontinued all train service. Next problem: what to do with 32½ miles of worn-out old railroad. Wanting to sell it, the Board decided on renovation as a lure for prospective buyers.

Several factors motivated this decision. Astute Texas politicians induced the Federal Government to give the line a lot of 80-pound rail for the mere cost of transportation. This rail, originally destined for military use in France, had been piled on a New Jersey dockside since World War I ended. It was now 1921. Shipment to the Texas State Railroad would cost only $7.50 a ton, while the rails themselves were worth $35 a ton. Moreover, using convict labor would decrease the bill for rehabilitation, and in time the sale of old steel and obsolete equipment would bring a tidy sum to the Lone Star State.

Later, with renovation completed, the Board found no direct buyer, but leased the road for 40 years, on favorable terms, to the Texas & New Orleans (Southern Pacific), which rehabilitated it still further, built new stations, and ran daily freight and passenger trains. Then for the first time it made money. Through Pullman service was operated daily between eastern Texas and Palestine via the TSR and the Missouri Pacific's *Sunshine Special* to and from St. Louis and points be-

Heavy undergrowth all but covered old Texas & South-Eastern R.R. rails that once saw heavy traffic in hauling ore before being cleared by the prisoners.

The 803-foot long Bean Creek trestle on convict-renovated Texas State Railroad shown under a hot sun during July, 1973.

yond. Daily passenger runs lasted until the mid-Depression year of 1936, then came mixed trains, and in 1956 freight only.

Six years later the lease expired. Traffic had fallen so low that the T&NO refused to renew. But the Board of Governors got Temple Industries interested in the area's lumber prospects. They formed the Texas & South-Eastern Railroad Co. and operated the old TSR under a new lease. There were few on-line industries. After the iron ore was depleted, forestry and marine products became the main source of revenue. Also, for the first third of the century, the area yielded produce, particularly tomatoes, for seasonal freight business. At one time Maydelle's three packing sheds supplied several hundred carloads of tomatoes a season. The Depression killed this business, however. Farmers turned to other crops and the sheds were torn down. The railroad again relied on wood products for most of its revenue, in addition to some interchange freight between the MoPac in Palestine and the Cotton Belt in Rusk.

Old Harriman coach declared surplus and picked up for future operation.

As traffic dwindled, the TS-E ran its last train over the entire line in 1969. The Board then persuaded MoPac and the Vernon Calhoun Packing Co. to operate a stretch of line between milepost 3.69 on the west end and Palestine. The rest of the trackage rusted, unused. A railfan tourist outfit wanted to run trains over it, but lacked the capital to do so.

The Board finally donated this property to the State Parks and Wildlife Commission to create a hiking trail through the scenic I.D. Fairchild State Park and the Davy Crockett National Forest, abandoning the trackage beyond milepost 3.69, all that was left of the old Texas State Railroad. Thus in February 1972 the Commission became a railroad-owner. In the three years since the last run, brambles had covered the ties and rails and the TSR's 28 bridges had become impassable.

The Commission planned to abandon the 26 miles of railroad and turn the right-of-way into a hiking trail. What else could you do with a rusty, obsolete line having no engines or cars, especially since nobody in the Department had railroad know-how. But they faced the zeal of die-hard rail buffs. Among those who fought abandonment were newspaper publishers Emmet Whitehead of *The Cherokeean* (the state's oldest weekly) and Wayne Sellers of the Palestine *Herald-Press*, the latter being a member of the Board of Managers which for many years had controlled the convict-built railroad. It was found that the bridges and track were in better shape than had been thought.

After much debate, the Legislature appropriated $1.7 million for the fiscal year to renovate the line and make it a showpiece in the state's prison system. In the fall of 1972 the penitentiary inmates were again put to work rehabilitating the line. Those men preferred the outdoor toil, hard as it was, to the alternative of confinement. With mild enthusiasm they began clearing four years of accumulated brush and debris from the right-of-way, and building a railroad yard at Maydelle, and erecting fences to keep out wandering livestock.

Working their way westward from Rusk, inmate crews spent four arduous, ten-hour days a week replacing ties, shoveling and tamping down new ballast, repairing bridges, and creating a hiking trail along the right-of-way.

Temple Industries donated a 44-ton diesel switching loco, built by General Electric in 1947, for reconstruction use and to serve later in shop and switching duties; but railfan influence saw to it that steam will be used as motive pow-

er on the road itself when service is resumed. With Governor Briscoe's help, the TSR acquired a steam loco and nine cars from the U.S. Department of Defense. Classified as Army surplus, the rolling stock included a caboose, a baggage car, two coaches, four tank cars, and a former hospital car.

The engine was No. 611, a Consolidation of 1943 vintage. When delivered to the TSR, she was disappointing. The old girl had been cannibalized for years, stripped of just about everything except her boiler, frame, and wheels. There is some doubt of her ever being restored, due to the heavy cost and difficulty involved in getting the necessary parts, not to mention skilled mechanical labor. Possibly the revived TSR's first train will be pulled by a Temple Industries donation, No. 28, a Consolidation built in about 1917 for the U.S. Railroad Administration. She appears to be intact, but has been sitting idle for years and undoubtedly needs refurbishing.

Did I hear you ask what a tourist road would do with tank cars? The answer is that TSR will provide fire protection in the state and national forests along its route. Tankers will be kept on strategic sidings for use in the event of forest fires, an ever-present danger in pine woods. To help supervise the railroad, three capable oldtimers were called from retirement: Jim Culpepper, Delbert Murray, and Jess Derman. The overall co-ordinator is Jim, who was responsible for building a rail line through the Burma jungles in World War II. Delbert Murray, with a distinguished career on the MoPac, was given charge of new construction on the TSR, and Jess Denman is bossing the renovation of bridges.

Returning to the Maydelle yard after inspecting the railroad, I was invited to have lunch with the prisoners, courtesy of the Parks and Wildlife Department. Before we ate, I visited the inmates' quarters and found their long white barracks tastefully decorated. Twin rows of comfortable-looking bunks lined the walls. Each bed was neatly made up with clean linen and blankets. A recent-model TV set stood at each end of the hall. The dining hall had tables and chairs, not benches; also white tablecloths, and silverware wrapped in cloth napkins.

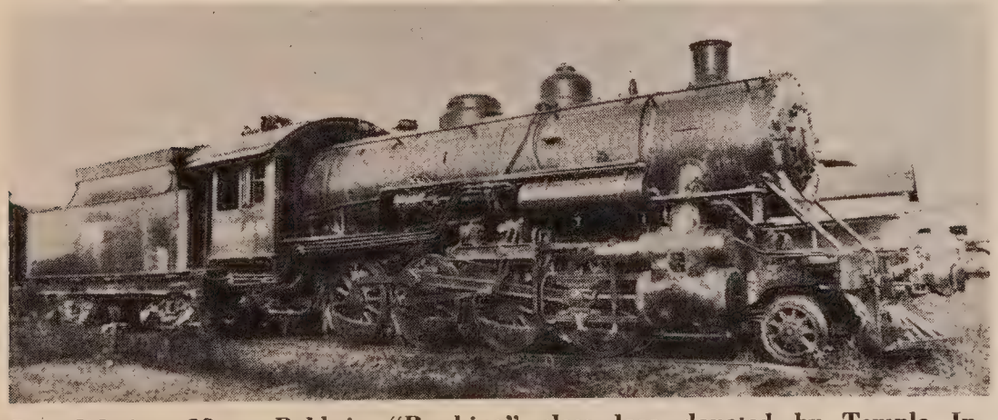
Elderly Rock Island caboose with Harriman car badly in need of repair crew.

I don't know whether or not the noon meal that day was made especially sumptuous to impress the visitors, but I am sure the inmates were glad we came. The menu consisted of roast beef, meat loaf, lima beans, candied yams, creamed corn, spinach with boiled eggs, tossed bean salad, and ice cream, served with milk, hot biscuits, creamery butter, and iced tea. I was told that not only were second helpings allowed but any prisoner could eat as much food as he wanted.

After the luncheon, I moved among the men while they were working on the railroad. Most of them were long-term felons, with resignation stamped in their faces, men who had been picked for these preferred jobs over their less fortunate fellows. Offered the option of remaining in their cells at the parent institution, they chose to go out on the road—under the watchful eyes of guards.

Upon learning that I was doing a story of the TSR for a national magazine, several of them asked me when it would be published. I said I didn't know, but promised that their group would be among the first to get a copy when the magazine came out. Some were quite friendly and discussed their work with an obvious sense of pride. I learned later that one prisoner has a name which sports fans far and wide would recognize. Besides being an All-American football player, he played professionally before running afoul of the law. I was not permitted to use his name or portrait in this article.

Because of the work done by many lawbreakers through the years in building and restoring the Texas State Railroad, a steam locomotive will blast her chime whistle in the piney woods of eastern Texas and fill the sky with evanescent smoke plumes. The line is scheduled to reopen in the spring of 1975. The rival cities of Rusk and Palestine are planning elaborate terminals and parks. I expect to be there and I wonder how many readers of *Railroad Magazine* will join me in riding the TSR train. Yes, Mike Eagleson, it's going to be a great day for steam fans.



Consolidation 28, a Baldwin "Pershing" class loco donated by Temple Industries. Built in '17, she was with Army until '47. Temple had her on log runs.

HE TIED UP THE RAILROAD

by Freeman Hubbard

HAVE you ever been invited to a dance—something very special you wouldn't want to miss—and were counting on it, and then learned suddenly you'd have to work that night on a job you couldn't get out of? Wilmer Evans found himself in such a spot one frosty October night in 1912. Wilmer was an engineer on a 38-mile branch of the Milwaukee Railroad that ran through the big woods in Minnesota between Farmington and Cologne. A tall, strapping fellow he was, full of fun and not bad-looking. One night he tied up the entire branch line just so that he could dance with a blue-eyed blonde named Jessie Lord and eat some of her home-made chocolate iced cake.

If the railroad company had caught him at it, three men would probably have lost their jobs: Wilmer himself; his fireman, Hans Hansen, and Jessie's plump, one-armed father, who was the station agent at Prior Lake, a logging settlement. But when you're young and are hungry for female companionship and willing to take a chance, you don't think much about the consequences.

On that memorable day long ago, Wilmer stopped his train as usual at Prior Lake. His brakeman's brother climbed into the engine cab and announced: "Fellows, we're throwin' a dance here in the hall tonight and you're both invited. We'll serve the eats around midninght. Real home-cooked grub. Your friend Jessie is baking a delicious chocolate cake."

The engine crew men grinned. Jessie was a slender gal with a ready smile, well-developed breasts, a shapely backside, and cheeks that didn't need rouge to make them pink. (Wonder where she is today?) Wilmer rested a hand lightly on the throttle as he visualized the thrill of piloting her around the dance floor and hugging those pointed breasts closely to his manly chest, while his less romantic fireman seemed to be more interested in the prospect of filling his belly with home-cooked grub.

Wilmer daydreamed in the cab. Their freight peddler rolled leisurely over the road making more than the usual number of setouts and pickups. By the time they reached Cologne, at the other end of the line, it was nine p.m. and they had to tie-up. Their rosy hopes turned to frustration. Here they were, anchored for the night in a town twenty-two miles from Prior Lake, with no conceivable way of getting there before morning.

Grumbling and swearing, they signed in at a local rooming-house, dragged their feet to shabby rooms, and bedded down for the night. They had hardly fallen asleep before the phone jangled on their ears. Wilmer sleepily picked up the receiver.

The dispatcher's voice droned an order: "Take your engine, No. 1938, to Farmington. Leave at eleven p.m. and run light." ("Run light" meant, of course, leaving the cars behind.) The 38-mile trip would take them through Prior Lake, where the dance was being held, but with no authorization to stop there.

Even so, the unexpected new order revived Wilmer's hopes. His imaginative mind worked out a scheme which would permit them to enjoy the dance and refreshments. When they came to Prior Lake, instead of rolling on through, the young hogger stopped his engine and instructed Hans: "Bank your fire to last about three hours, fill the boiler with water, and join me in the dance hall."

"What are you gonna do?"

"Trust me," was the cryptic answer. "I'll tell you later."

There were no street lights in Prior Lake, no sidewalks, and no human beings in sight. Even the depot was closed and dark. Wilmer walked over to the dance hall a quarter-mile away.

Jessie Lord met him at the doorway with a saucy smile. "I see you made it, Wilmer."

The engineer nodded. "Sure did, baby. Just had to see you. Please do me a favor. Open your father's station. I have to get the dispatcher."

Wilmer walked gaily back to the depot with his girl friend. There he put through a phone call.

"This is Engineer Evans," he said boldly. "I want you to hold up all trains in both directions between Farmington and Cologne."

"Why?" demanded the dispatcher. "Whatsa matter?"

Wilmer gave a quick answer: "Part of my engine, a pony-trunk cellar box, fell off somewhere along the line. I'll run back slowly and hunt for it."

"Why bother? Leave the damned thing where it is! A section crew will find it in the morning."

"Can't," said Wilmer. "If it's on the track it may wreck some train."

"How long do you figure it'll take?"

"Can't say for sure."

"Okay, then," growled the dispatcher. "I'll hold all the trains on the line till I hear from you. But don't take too long."

The hogger grinned and hung up the receiver. He and his fireman had a swell time dancing and eating that night. Jessie's chocolate cake tasted especially good, and the station agent's "nice" daughter enjoyed being hugged and kissed by Wilmer in the dimly-lit hall. Then, in the early flush of dawn, she walked the two young railroaders back to the 1938. The engine fire was burning brightly.

The dispatcher was fit to be tied when Wilmer reported by phone that he had just found the missing part of his locomotive, but there was nothing to be done about it. Wilmer climbed into his cab and opened the throttle. The engine pulled slowly out of town while Jessie waved good-bye on the station platform, her provocative figure silhouetted by the rising sun.

And that is how Wilmer Evans tied up 38 miles of a Milwaukee Railroad branch, back in 1912, so that he could dance with pert little Jessie Lord. The logging people knew about it, too, but nobody gave him away. There wasn't a squealer in Prior Lake.

STEAM DAYS IN NEW HAMPSHIRE

From Original Paintings by Arch McDonnell

COLEBROOK. Here are eight black-&-white reproductions of watercolor paintings by Arch McDonnell, Box 234, Concord, N.H. 03301, who has made covers for our magazine. Each of the eight has been lithographed by Village Press Publications, Concord, N.H., in four colors on Colonial heavy embossed stock, overall size 14¼x11¼", ready for framing.

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Courtesy of Farmers & Traders National and Savings Bank, Colebrook, N.Y.

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NORTH CONWAY

HENNIKER

Courtesy of Richard L. Dahlgren, Randolph, Mass. © 1972 Village Press Publications, Concord, N.H.

Courtesy of Robert Holbrook, Laconia, N.H. © 1972 Village Press Publications, Concord, N.H.

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FRANKLIN

BENNINGTON

WOLFEBORO

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PASSENGER TRAIN SURVEY

DESPITE urgent recommendations to the contrary, Roger Lewis has been re-appointed as president and chairman of Amtrak, the National Railroad Passenger Corporation. Efforts to block his re-appointment were made especially by Anthony Haswell, chairman of the National Association of Railroad Passengers. Mr. Haswell sent letters to each Senator and Congressman and to a member of President Nixon's staff saying that Amtrak should be headed by someone committed to the goal of modern railroad passenger service and who has a background of solid achievement and experience in the railroad business.

Haswell said that "Amtrak ridership, spurred by the energy crisis, is running far ahead of last year, but Amtrak's performance in serving all these newly-rediscovered riders is something else."

He noted that in 1971, Amtrak's first year, on-time performance was 75 percent, but dropped to 60 percent in 1973. He said long-distance trains have the worst record, being on-time only 30 percent of the time.

"Since Nov. 3, 1973, Amtrak passenger trains by law must be given priority over freight trains, but in November and December, 1973, there were 2,398 instances of delay to Amtrak trains due to freight-train interference. To our knowledge, Amtrak has yet to appeal to the attorney general for assistance in enforcing the law. Time and time again Amtrak acquiesced in the obstructionist conduct of the railroads, including controversies over initial route selection, proposed service expansion, operation of special trains, and operation of 'dome' equipment."

Haswell also cited frequent equipment failures and shortcomings in information, reservations, and on-board services; and serious "gaps" in the route structure.

"We believe that Amtrak's top management must bear primary responsibility for its poor performance," he stated, adding that Lewis failed to seek replacement of Amtrak directors known to oppose the Amtrak concept; that Lewis made no visible effort to fill a vacancy on the board for a consumer director; and that he undertook legal action to obstruct and/or delay a new auto-on-train service from the Midwest to Florida.

"Lewis claims that the delay in dealing with Amtrak's equipment problems is traceable to inadequate funding during Amtrak's first year. Yet in May, 1972, he rejected an offer by members of the Senate Commerce Committee to provide additional funding for Amtrak over and above what had been requested by the Department of Transportation, on the ground that it was more than Amtrak could 'sensibly' spend," Haswell added.

EUGENE GARFIELD, president of Auto-Train Corp., says the ICC has granted approval for the operation of "auto-train" service between Louisville, Ky. and Sanford, Fla., and that the new service will begin this spring.

FOR MOST businesses, reports *Time* magazine, the energy shortage has been a burden. For a lucky few firms in such industries as oil and nuclear power, it has been a blessing. For Amtrak, the crisis is a little of both. Riders are cramming some of the trains in prodigious numbers because they cannot get gasoline for their automobiles. Yet it seems that the more people Amtrak carries, the more money it loses.

Systemwide revenues are running as much as 40 percent ahead of last year's. Ridership is up 36 percent between New York and Washington on Amtrak's speedy *Metroliner*, and nearly double last year's on the New York-Boston run. The January patronage, 655,482, was the highest the *Metroliner* has ever had. But the new riders are giving Amtrak more business than it can handle effectively. But in the rest of the country, traffic is up less dramatically—a pattern that seems to reflect the geographically uneven bite of the gasoline shortage.

This is not Amtrak's only problem. As traffic rises, so do wear and tear on the 1,400 cars of Amtrak's fleet, some of them superannuated hulks in need of replacement. Amtrak executives are still choosing a design for new cars, most will not be in service before 1976. Until then, passengers on many runs face equipment breakdowns and a decline in comfort.

Punctuality also is on the wane, the *Metroliner*'s on-time percentage dropped to 63 percent last year from 76 percent in 1972. Some trains—including the St. Louis-Washington, D.C., and Chicago-New Orleans runs—went for months last year without ever arriving on time.

"Frankly," says Harold L. Graham, Amtrak vice president for marketing, "there will be times during the next five months when we won't be able to give you the kind of service you deserve."

THE FREIGHT-ORIENTED Association of American Railroads is very unhappy over what its president, Stephen Ailes, calls "the burden of rendering uneconomic service" and "uneconomic rates imposed by price controls." Testifying before the House Subcommittee on Transportation he claims that "From 1945 until 1970, when Amtrak began operations, the railroads incurred losses in passenger service aggregating some $10 billion."

To us, that figure seems fantastic. Ailes testified also that the railroads have been required to operate many miles of branch lines at a loss, which is certainly true. (But if our nation were to eliminate all of its passenger trains and a large percentage of its branch rail lines, as the AAR appears to desire, chaos would result. The only answer, as we see it, is a choice between huge Federal subsidies or outright nationalization.)

Addressing another Congressional group, the Senate Surface Transportation Subcommittee, Mr. Ailes testified that twelve railroads are, in effect, subsidizing Amtrak to the amount of about $12 million a year and thus are "paying twice" for the privilege of terminating intercity passenger service." He said that a Federal grant provided in an Administration proposal to underwrite Amtrak's losses from operations in the 1974 fiscal year is "inadequate for the operation Amtrak plans to conduct." It is inadequate, he explains, because "the railroads are underpaid for their services and the use of their facilities by Amtrak."

JOHN S. REED, Santa Fe chairman and a proponent of superior passenger train service, has advised Roger Lewis, president of Amtrak, to quit the use of the *Chief* names on Amtrak trains.

The *Super Chief*, a high-speed luxury train operating over the 2200 miles between Chicago and Los Angeles, began operations May 12, 1936. The *Texas Chief*, began running between Chicago and Houston on April 3, 1948. The names *Super Chief* and *Texas Chief*

were continued in use with Santa Fe's qualified permission when Amtrak began passenger train operations on most of the nation's railroads in 1971. The Santa Fe had hoped that under Amtrak such names would continue to be an identification of fine passenger service on Santa Fe lines.

"However," Reed said, "we reserved the right to withdraw such permission should Amtrak service no longer reflect credit on Santa Fe. Amtrak is now prescribing operational modifications, effective June 9th, which we feel will lower the quality of service."

While the retiring of these famous train names was done with considerable regret, Reed says the Santa Fe will continue to do its best to cooperate in the operation of Amtrak trains and in achieving on-time performance."

According to Charles M. Mizzell, Jr., 6623 Santa Fe Ave., Dallas, Texas 75223, the present route of the former *Texas Chief* was given incorrectly in *Railroad Magazine*, which said that, somehow, the train used Texas & Pacific track via Temple, Texas, whereas it is actually routed via the Santa Fe from Chicago to Houston, crossing the T&P at right angles in Fort Worth. The proposed—and hoped-for—change will route it via the T&P from Ft. Worth to Dallas and from there to Houston over the Southern Pacific, the portion of the route now under arbitration.

"On March 14th," he adds, "when Amtrak's *Inter-American* pulled in from St. Louis and went on to Ft. Worth and the south through San Antonio and Laredo, Dallas ceased to be the world's largest city without passenger train service."

COMMUTER service is a favorite target for newspaper columnists. For example, Phyllis Battelle, writing in the *Long Island Press*, quotes Tom Southerland as saying: "If just the commuters got sufficiently furious, they alone could start a transportation revolution." She comments:

As a commuter, I agreed. We're furious enough: dead-sick of bounces, delays, grime and accidents. But my line, the Penn-Central, is bankrupt. Same with many others. RR management loves freight, hates passengers. The unions have traditionally been unrealistically impossible . . . mandatory firemen on diesel trains with no fires to stoke? And the opposition to good rail service runs the gamut from powerful highway, auto and plane lobbies to corruptible Congressmen and bureaucratic apathy.

And in the Philadelphia *Evening Bulletin*, David C. Hackney writes:

Smoke, steam and snow outside the old Boston & Maine trainshed at Concord, N.H., in late 1940's. Pacific 3709 and Mogul 1441 were workhorses on B&M.
From painting by Arch McDonnell

A study of commuting times between Philadelphia and 11 suburban communities indicates that taking the train is generally the fastest means of getting to and from work. The Delaware Valley Regional Planning Commission sent researchers to the 11 towns via railroad, public transit and automobile to see which way was fastest.

The researchers went to Trenton, Mt. Holly, Camden, Berlin, and Woodbury in New Jersey, and to Media, Norristown, Chester, West Chester, Doylestown, and Upper Darby in Pennsylvania. All trips were made during morning and evening rush hours. The researchers went from City Hall, Philadelphia, to the centers of the suburban communities.

CANADIAN NATIONAL plans to add to its Montreal-Toronto train service because its Turbo train is very often sold out. The Turbo, after seven years of building, testing and retesting now seem to have come into its own and is running successfully and reliably. It takes four hours and 10 minutes to make the Montreal-Toronto run.

Down by the Depot

ABOUT HALF of the 40,000-plus railroad stations built in this country have been razed. *The New York Times* laments in the following editorial:

This is the country of the throwaway civilization. Most conspicuously expendable have been the artifacts of the Railroad Age, that period of slightly more than half a century that opened the continent, shaped the environment, set the pattern of cities, and built a series of monuments of notable esthetic ambition and engineering ingenuity.

From whistle stop to Roman tepidarium (New York's Penn Station, demolished 1966) these buildings are an unparalleled document of American art and history. Rendered obsolete and uneconomic by the decline of railroading, they have become an easy victim of the bulldozer.

With the renewed interest in train travel, there should be a little more hope for this heritage. The case for preservation is a natural corollary of the arguments for mass transportation. As a report just completed for the National Endowment for the Arts points out, the preservation idea is already working. Some sound solutions are being found for the huge, classical terminals as well as for minor Victorian depots, from Washington's Union Station as a national Visitors' Center to smaller stations as shops and offices. There are numerous economic techniques available.

But more are gone, or going, and many remain in danger. Of over 40,000 stations built in this country, 20,000 have been demolished. They are as much the victim of an attitude as of economics. The railroads themselves are notoriously negative, apart from their financial straits. The idea of maintenance, even aside from cost, is as unpopular as passenger service. The issue is an urgent one: as many significant and handsome structures are being demolished by neglect as by the wrecker.

In addition to commercial and cultural uses, there is another possibility with the potential of revived rail travel: some railroad stations could be reincarnated as railroad stations. It would be a delightful irony and a happy ending. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

A CONTRACT for $8 million has been awarded by Boeing Vertol of Philadelphia, Pa., to the Garrett AiResearch Mfg. Co. of Torrance, Calif., for building a two-car experimental prototype Advanced Concept Train (ACT-1). Designed for rapid transit, this train will be powered by a new energy storage flywheel propulsion system that conserves and better utilizes electric power. By storing energy aboard the train itself instead of dissipating it as wasted heat, the system is likely to make a favorable impact on the much-publicized energy crisis.

During the braking cycle, energy normally lost as heat is used to activate flywheels on board the car. When accelerating, power is drawn from the energy-storage unit, thus reducing the demand for electricity. During the constant speed portion of a run, the third-rail power supplies the force needed for vehicle speed and storage-unit speed. The energy-storage unit could even move the train a reasonable distance in the event of a complete loss of power! The cars will be delivered to the Federal high-speed ground test center near Pueblo, Colo., in 1975. After being tested there they will be tried out on transit lines in Boston, Cleveland, Chicago, New York, and Philadelphia.

Also, Boeing was low bidder ($29.4 million) on 100 more rapid transit cars for the Chicago Transit Authority.

TWO San Francisco sheriff's officers commandeered a "Muni" streetcar the other day to catch a burglary suspect. Delmar F. Baker, who was fleeing from a court appearance in a bus.

Police Sgt. William O'Connor said he was checking the courts on the third floor of City Hall when he noticed a man running down the stairs from the fourth floor with deputy Donald Benedict in hot pursuit.

The lawman chased Baker to Ninth and Market streets and watched him board an eastbound bus. Then they commandeered a streetcar and followed. The trolley car won the race. Baker got off at Seventh and Market, where he was handcuffed and escorted back to City Hall by the two officers.

A NEW VERSION of the $1.6 billion development plan for mass transit in the Boston area is announced by Alan Altschuler, secretary of the Metropolitan Transportation Authority. Included in the proposed extensions is a line from Harvard Square through Somerville to Arlington Heights, with an option to run still further to route 128 in Lexington. Furthermore, the Orange line would be removed to a below-grade location between South Cove in Bay Village and Forest Hills and the line from Forest Hills to Needham would be electrified. The Blue line would be extended from Wonderland to Lynn, thus recreating the full length of the old Boston, Revere Beach & Lynn, steam and then juice line that was abandoned about 34 years ago.

Another extension would be electrification of the existing Reading line from Oak Grove in Medford to Interstate 93 on the Wilmington-Reading town border. The elevated line serving the South End and Roxbury would be torn down under the new plans and replacement to the south end would be by either new trolley service or a surface bus on private right-of-way. The Roxbury end would be served by either a surface bus or a deep bore tunnel. Application is being made for a Federal grant of 80 percent of the present estimated cost. Completion of the project would depend on the grants keeping pace with inflation. This news comes from James Clifford, 46 Browne St., Brookline, Mass. 02146.

NIAGARA FRONTIER Transportation Authority is working with its general engineering consultant, Bechtel Associates, in an effort to start building its proposed Buffalo-Amherst rail rapid transit line in upstate New York by 1976. Data is being sought on sub-surface soils (the type of rock and soil to be encountered), acoustics (to ascertain noise levels), patronage (to project ridership figures for the alternative routes), and environmental impact. The studies should be completed soon. Formal hearings on the route to be selected may be held early this summer.

PITTSBURGH'S Port Authority (PAT) has agreed to take over operation of the Baltimore & Ohio commuter line to McKeesport and Versailles this spring. The 18-mile route handles about 221,000 commuters each year, and PAT expects its improved service to double that number, writes Jim Cerny of Pittsburgh, Pa. The train trip from McKeesport to Pittsburgh now takes 28 minutes as against 55 to 75 minutes by PAT bus (The now-abandoned trolleys made even better time).

For the new service PAT will lease four B&O Budd cars and obtain two locomotives and several Chesapeake & Ohio passenger cars. PAT predicts an annual loss of $763,000 from this venture and is asking the state for $509,000 and the county for $254,000 to cover such losses during the first year of the proposed six-year experiment.

PAT is stubbornly going ahead with preliminaries on the Skybus gamble, although the state has tied up future appropriations for it. Abandonment of the efficient Drake trolley line is set tentatively for next October first, to allow engineering work for Skybus along a projected route that follows it. To make this change less unpalatable to the public, PAT is dangling the proposal of a free "dial-a-bus" in the area.

Also in Pittsburgh, the Society for the Preservation of the Duquesne Heights Incline on Mt. Washington is worried lest commercial development destroy its appeal to the public. The Society operates this quaint attraction under a $1 yearly lease from PAT.

CHARLES SMALLWOOD has retired after 34 years with San Francisco's Market Street Railway, now part of the Municipal Railway, most recently as foreman of maintenance at the cable-car barn, reports *The Western Railroader*. He is best known for his book, *White Front Cars of San Francisco*.

BART's breakdown rate increased one month recently from an average of 8 to 8.5 a day on the 22 trains it attempts to keep running at once. At the same time, daily patronage of those trains continues to gain. Who could supply mechanical data on the reliability of BART cars as compared with new cars on other rapid transit systems? —John C. Illman, 7400 Errol Dr., El Cerrito, Calif. 94530.

METROPOLITAN Transportation Authority (New York) and the Connecticut Department of Transportation will buy 100 new air-conditioned Cosmopolitan cars for Penn Central's New Haven commuter line. This equipment, due to be in service by the middle of 1976, would complete the replacement of commuter cars on the New Haven's electrified lines.

The self-propelled Cosmopolitan cars are 85 feet long and seat 118 passengers. They have two pairs of doors on each side for quick boarding. High-level platforms and improved station facilities have been built at eight New Haven stations in Westchester County. Similar improvements are under way at 18 New Haven main-line stations in Connecticut and four stations on the Stamford-New Canaan branch. At present about 100 of these cars are in service. An initial order for 144 was given to General Electric in April, 1973.

Connecticut will modernize and re-electrify the Norwalk-Danbury branch so that it, too, will be able to have Cosmopolitan service in the future.

A New Juice Concept

MARCH 15, 1974, was dedication day for the 78-mile Black Mesa & Lake Powell, which was featured in our Sept. '73 issue with an article entitled "The World's Quietest Railroad," by Russell Wahmann. This is the first 50-kilovolt electrified rail line ever built.

Designed by International Engineering Co., Inc., of San Francisco, the BM&LP is based on a highly efficient alternating-current concept, twice the voltage of any previous railroad system. The system requires only one substation, rather than the three or four that would have been required for lower voltages. This concept permitted IECO to design lightweight catenary system to transmit current to the locomotives.

Another innovation is the positioning of a combination ground return and lightning shield wire directly over the catenary wire to achieve low line impedance. The system needs no transmission line.

BM&LP is fully automated, from the loading of coal into hopper cars while the train is continuously moving under loading silos, to the discharge of coal from hopper cars while the train is moving over huge undertrack hoppers at the generating station.

Mainline operation is controlled through individual approach position indicators along the centerline of the track. These indicators transmit to the passing train coded messages automatically setting throttle control or braking requirements. Continuous radio communication is maintained with the train from a central console at the generating station. On board the lead locomotive is an observer who can take over manually under emergency conditions.

The train, powered by three 6,000-hp locomotives pulling a maximum of 83 hopper cars, makes three round trips per day. The locos incorporate the latest technology in thyristors, the most recent advances in silicon rectifiers, and vacuum circuit breakers.

"Cost savings for the electrification of new and existing railroads throughout the world are substantial," IECO says, "especially in the United States, where most railroads are powered by diesel-electric locomotives."

By following the BM&LP concept, railroads could do much better with electrification than with diesel power, particularly in these days of dwindling oil supplies. The Milwaukee Road seems to have shown poor judgment in its decision to de-electrify. The Black Mesa & Lake Powell line should be watched and studied.

New Year's Eve '72 at High Park on Toronto Transit Commission's Carlton line.
Henry Posner III, 313 Princeton Inn, Princeton, N.J. 08540

Subways and Elevateds

"PHANTOM" POLICE could cut down on crime in New York subways, according to the Rand Institute in that city, which urges a flexible deployment system for transit patrolmen. The city-financed report, entitled *Robberies on the Subway System*, based on an eight-year study, concludes that random and changing police deployment patterns would create a "phantom effect." If the number of patrolmen were suddenly changed along a certain route, the report says, potential criminals would be unsure as to the opposition facing them, but would not be able to react to reduced manpower elsewhere.

"With the policy of such temporary redeployments," the report says, "phantom police would be on duty along with the regularly scheduled men, simply because they had been there for the past eight years."

The report adds that subway robbers, whose average age is about 17 years, net $10 per holdup, but rarely use guns. The Transit Authority is fighting crime with bullet-proof token booths and combats noise with floating slab trackbeds, acoustical ceiling installations, bafflings, and sound absorbing materials.

Aside from that, William J. Ronan, head of the Metropolitan Transportation Authority, states that from 1968 to date, five passengers and 13 Transit Authority employes died from operational failures, while 277 additional fatalities were blamed on suicides, tresspass, and passenger negligence.

Safe or not, more than 18 million riders on New York subways, buses, and commuter rail lines have taken advantage of MTA's experimental "Save on Sunday" half-price discount. MTA says that an average of 524,000 more passengers have taken public transportation on Sundays since the half-fare program went into effect last December 16th.

THE FATE of the famous old downtown Loop of the Chicago Elevated may soon be decided. Past plans called for razing it and then building subways beneath the area; but there is much local opposition to demolishing the structure at this time, not for sentimental reasons but because people want to see the Loop subway built first.

Four plans are being considered. Three would involve Loop and distributor underground lines in the downtown district. The fourth, which is most economical, would replace the current El structure with a new one following the same route but eliminating supports in the streets. The proposed new installation would have two levels, with no grade crossing at any point, thus resulting in a free flow of traffic on each of the two-story loops.

According to information found by Steve Scalzo of Chicago in the *Chicago Tribune*, Mayor Daley has had to retreat from his earlier aim to raze the El immediately. A consulting firm, American Bechtel, Inc., reports that if the demolition were done first it would result in serious curtailment of access to the Loop. Major forms of development would shift to the Near North Side and its periphery, leaving the Loop as a ghost town.

The inferior level of downtown transit coverage would result in a substantial deterioration of patronage levels and passenger security and lead to excessive walking time or repeated transfer activities for the handicapped.

As more autos and buses moved into the Loop to carry people who once

Lake Shore Electric Ry. cars 172, Jewett-built in '18, and 158, Niles-Built in '06, at Ceylon Jct., Ohio, March, 1936.
C.W. Jernstrom, 822 Pelham Dr., Ft. Wayne, Ind. 46825

rode the Elevated, air and noise pollution would increase and the consumption of scarce fuel supplies would rise. These conditions would be worse than if the city made no transit changes.

BART'S subway ventilation system was studied by technical experts from the U.S. Department of Transportation and several transit agencies at a recent two-day conference in San Francisco. These specialists make up the Ventilation and Environmental Control Advisory Board of the newly-created Transit Development Corporation (TDC).

The subway ventilation study, to extend over a three-year period at a cost of $3.5 million, is the first of many major projects of TDC, funded by the Urban Mass Transportation Administration, it is due to be completed this spring.

A mathematical model was built to simulate air flow through subways under dynamic conditions and test a design theory. The model was validated with a miniature subway and trains at the Jet Propulsion Laboratory in Los Angeles. The advisory board then verified their findings again with an actual BART train running through the Berkeley tunnel. Data gathered in this project will be compiled and analyzed and then stored in computer memory banks as well as published in a handbook.

Trolley Museums

AN EXTENSION of the National Capital Trolley Museum line, opened on March 24th, was dedicated by Alfred E. Savage, director of maintenance for the Metro of Washington, D.C., who played a key role in preserving the Washington trolleys which are the heart of the Museum's collection. Just before the first cars rolled down the new line, the College Park Majorette Drum Corps supplied music. The Museum dates back to 1969. Located in Northwest Branch regional park on Bonifant Road between Layhill Road and New Hampshire, north of Wheaton, Md., it runs European and American antique trolleys on Saturday and Sunday afternoons. Admission is free, but there is a nominal charge for rides. The adjacent miniature railroad operated by the Rockville Society of Model Engineers is open free to the public on Sunday afternoons only. Mailing address of the trolley museum is P.O. Box 5795, Bethesda, Md. 20014.

AFTER adjusting his black cap, Lou High climbed aboard a green and yellow streetcar, in Baltimore, Md. Then he looked down and grinned.

"It took me a long, long time, but I finally did it. I'm now a streetcar motorman-conductor," he said.

Lou is a 72-year-old retired Government worker. He is one of about 50 persons of varying ages who live in or near Baltimore and are bound together by a common love of streetcars. They are the conductors, operators, dispatchers, motormen, etc., for the Baltimore streetcar museum.

"I guess in a way we're still little boys," says Lou. "The car I'm running, No. 264, is the same one that used to run in my neighborhood more than 60 years ago when I lived on Carey Street. I used to ride it downtown with Mom and think that some day I'd be a conductor. And now, at last, I am."

The museum was started in 1968, five years after the last run of a Baltimore streetcar, and it averages 50,000 riders a year. Each Sunday its cars travel up and down a half-mile of track, with gongs clanging, crewmen collecting fares and crying out "All aboard." Adults pay 50 cents, children a quarter.

Canada Heard From

A RECENT subway fire in Montreal's Metro badly damaged a nine-car train and the tracks, reports Harry J. Ebert, 2745 Yonge St., Toronto. Several of the 600 passengers who had to be evacuated were injured in the panic. The cause was traced to a flat tire on a subway car. The Metro uses rubber-tired wheels, one of which ignited, engulfing the entire train. Witnesses said they heard a series of explosions that sounded like tires popping and saw flames swirling up from under the second car. Later, dense black

Interior of car 6 (left), Barcelona, Spain, showing builder's plate. (Right) No. 6 traveling along the Tibidabo line.
Rafael Musco, Ramon Falcon 6478A, Buenas Aires, Argentina

smoke from burning tires, plastic, and paint poured out of Romont station. Firemen toiled there for three hours, despite a searing heat that twisted metal rails on both subway lanes.

It was the second major blaze since the Montreal system opened in October, 1966, with much fanfare about the fancy rubber wheels designed to ease the ride. At that time no other subway in North America boasted rubber wheels, although part of the Metro in Paris, France, had them. The first fire, Dec. 9, 1971, killed an operator and burned for 24 hours, causing over $5 million damage to 36 subway cars. Immediately afterward, the steel industry called for the replacement of rubber-wheeled cars by those with steel wheels, but in vain. Now the demand is being repeated.

These two Montreal fires are having repercussions in Pittsburgh, Pa., with Port Authority minority Commissioner William R. Hunt renewing his attacks on the Skybus proposal which would also use rubber-tired vehicles.

Elsewhere in Canada, a "sniffing" study on subways by the Toronto Transit Commission has drawn a blank. Officials experimented with deodorizers linked to the subway's air-conditioning in an attempt to control odors from passengers, especially during rush hours. But tests proved futile. The commission concluded that passengers will "just have to grin and bear it."

Overseas Transit Lines

ALTHOUGH the municipal streetcar system of Barcelona, Spain, was abandoned a few years ago, an interesting line is still running in the Tibidabo section of the city, reports Sr. Rafael Musco, Ramon Falcon, 6478 A, Buenos Aires, Argentina.

This is a 1½-mile line from Tibidabo station of the F.C. Sarria underground. It extends upgrade most of the way to a funicular station at the base of Mt. Tibidabo. Ten wooden-bodied trolleys are used. All are four-wheeled, with clerestory (deck) roofs. When not operated they are kept in a barn and shop at Plaza Central 8, located on a spur track off of the main route. The master mechanic at the shops, Jose Dias, is especially interested in the old Brill 21E trucks under each car.

The line is standard gage, double-tracked. Because of its gradient up to the base of the mountain, the cars carry both magnetic and hand brakes. Cars run every half-hour in daytime and fare is two pesetas.

Barcelona also has electric cars of multiple unit operation, built somewhat like U.S. interurbans, in its F.C. Sarria subway and running 25 miles out of the city to Tarrasa. Some of them are Brill-built interurbans more than 60 years old. A few were still running when we last had news of the underground line.

NEWS of the Wuppertal monorail in West Germany, locally known as *Wuppertaler Stadtwerke*, comes fro Alfred W. Riker, Jr., 641 Kimball Ave., Westfield, N.J. 07090.

Wuppertal's suspension railway, 8 miles long, serves that industrial town. In its 72-year old history, it has never had a fatal accident nor been in the red. About 20 years ago when an elephant named Tuffi was just being transported to her circus performance, she got scared and jumped out of the door, but suffered only minor scratches.

Modern coaches will be used in future. This leaves more than 50 of the old coaches which, hopefully, will be sold to museums and railfans at DM 1,000 each plus transport costs.

To drum up possible sales, coach No. 1, placed on a flatcar, was sent recently on a tour of West Germany. Accompanying it were three hostesses wearing dresses of the turn of the century. This vehicle is an exact copy of the first coach that Kaiser William II sent on its maiden trip on Oct. 24, 1900. It is about 22 feet long, with 25 seats and standing-room for another 25 passengers. It was sent to the Paris World Exposition in 1900. ●

Car 6062 (from Vienna, Austria) at the National Capital Trolley Museum, Bethesda, Md. At window is Barbara Peter.

Photograph by Robert H. Flack

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Petie J., a stray who "cased" Otto's home, likes new spot with our hero.

INTERESTING RAILFANS Number 137

OTTO JANSSEN

by FREEMAN HUBBARD

BESIDES being one of the four founders of the National Association of Railroad Passengers, of which he is a director, Otto Janssen has won the respect of railfans all over country for his work as managing editor of the *Passenger Train Journal.* Born in Lakewood, Ohio, a suburb of Cleveland, shortly after the end of World War I, he grew up near Nickel Plate Railroad tracks. His father was a musician who had one of the nation's first radio orchestras, in the days before TV. The father also conducted an orchestra in a big hotel owned by the rail-tycoon Van Sweringen brothers.

Otto has always found railroads fascinating. Even as a child, he would count the cars on freight trains and wonder what romantic places they had come from. As Brian Moore wrote in the poem "Boxcars":

I can remember
When I was a boy
Lying on a grass-carpeted hillside
In the warm, lush air of early summer
Watching the heavy trains roll by—
Puffing, snorting, wheedling engines
Pulling each a caravan of romance . . .

In later, less unhurried years
I can remember
Lying sleepless in my berth,
Impatiently slipping up the window shade
To stare restless into the flying night.
And, as the train flashes through lighted yards
I see old friends, like old faces, on the cars:
The cross of the Santa Fe,
The mountain goat of the Great Northern
And the bold white Hocking Valley
On the black coal cars . . .

But the mountain goat and the Hocking Valley, like many other railroad symbols and names, have since gone into oblivion; and Otto is one of a gallant band, fighting with his back to the wall, as it were, to save the remnants of America's once-great fleets of passenger trains.

"Against my mother's warnings," Otto reminisces, "I'd walk the tracks and follow weed-grown sidings to their starting points. For me, abandoned sidings were most intriguing. Today, my main interest in trains is not as a hobby but as a social necessity. Motor traffic's heavy damage in terms of death and injuries, air pollution, noise, and destruction of environment appall me. The return of a healthy rail passenger system can be the only solution."

Railfan 137 seldom hangs around stations, but has a warm affection for the quaint old Reading depot at Hopewell, N.J., near which the *Passenger Train Journal* is published. He has often photographed it. Sometimes when he feels the need to sit and think in solitude he goes there.

"Unhappily," he says, "not so many passenger trains are left. While riding one of them, I make a point of conversing with fellow passengers on the subject of rail travel. From what they tell me, the public's love affair with motorcars is cooling rapidly. More and more people are dissatisfied with their automobiles, especially since the energy crisis hit us."

Otto's adult background has been in journalism and public relations. His first full-time job, after a brief stint on an "awful" New York trade magazine, was on the *Columbus* (Ohio) *Citizen,* serving successively as police reporter, feature writer, and City Hall man. His chances of getting rich on his salary of $11.30 for a six-day week seemed slim, so he moved over to the United Press (now United Press International) as night bureau manager in the Cincinnati Bureau (at a handsome $20 starting salary).

As the years galloped by, he covered the State House and Ohio Legislature at Columbus and, upon being transferred to Washington, D.C., covered Congress, some Federal agencies and diplomatic missions, and later became the UPI's Territorial editor. From there, he joined the Hawaii Press Bureau in Washington as manager.

Then, through the back door, so to speak, he drifted into railroading by joining the New York public relations agency that handled the Eastern Railroad Presidents' Conference account. As field director in the Midwest, headquartered in Cincinnati, he helped to set up committees of railroad brass for such goodwill-promoting events as civic rail tours, speaking programs, railroad "baseball nights," round table conferences, and the like.

But this stuffed-shirt job disenchanted him. It turned out to be mainly talking up freight traffic and apologizing for dwindling passenger service. Four years of ERPC activity led to a drastic cut in the budget. The field men were shifted to other publicity accounts, Otto to one in New York.

"Although most rail execs had little interest in passenger operation even then and were trying to ditch it," Otto tells us, "my experience on that job opened my eyes to the need for decent passenger service, and started me fighting for it."

Switching to another public relations and advertising concern, in Philadelphia, he got back briefly into a railroad-related job by handling promotion for the Southeastern Pennsylvania Transportation Authority. But it didn't last long. In 1963 he became PR director for an industrial design firm, which he fond "monumentally boring."

Restless in 1964, he got in touch with Ken Reeves, who had been director of field men in the ERPC account but was now free-lancing PR in New York, and proposed that they start a national organization to help save rail passenger service. Ken agreed. Together they launched the Americans for the Preservation of Passenger Rail Operation (APPRO).

Fired with zeal, both men kept full-time paying jobs by day and toiled nights and weekends for APPRO. Through promotional mailings to lists of rail enthusiasts they signed up sev-

The old Reading station at Hopewell seems to be an ideal locale for a Gothic tale. Yet few of the passengers riding trains would be willing to give it up. Photograph by Otto Janssen

eral hundred members. This was probably the first national body devoted to the task of enlisting national support for passenger trains. Brass collars turned a cold shoulder to this project. The crusade struggled along for about a year with little more money than Otto and Ken could supply, which wasn't much, and then faded out.

One day our *Interesting Railfan* read in *The New York Times* about Anthony Haswell, a young Chicago attorney who, almost single-handedly, was opposing further layoffs of passenger trains. Otto wrote to him, suggesting that he carry on the fight that APPRO had started. About a year later, Tony arranged a meeting with Otto Janssen, PR man Joseph Zucker, and Peter Lyon, author of a caustic book, *To Hell in a Daycoach,* at the Plaza Hotel in New York. These men formed a new group, the National Association of Railroad Passengers, and began a membership drive through advertising, publicity, and direct mail. *Railroad Magazine* promptly got into the act with its *Passenger Train Survey* section.

Otto became NARP's director of public relations, first on his own time and later as an employe of three different PR-advertising agencies in the New York area. In 1969, with the Congressional drive to put passenger service under some sort of Government jurisdiction and NARP in the middle of the battle, Tony asked Otto to become full-time PR director in the Washington office. By the time Amtrak legislation passed, NARP was running short of funds. Otto set up his own Washington agency, which he called Rail Promotion Associates, with NARP, Four Winds Travel, and *Passenger Train Journal* among his initial accounts.

But Rail Promotion Associates didn't catch on, one reason being that Otto had become so engrossed in *PTJ* that he hadn't enough time to look for other accounts. At any rate, RPA folded up and he returned home to Hopewell, taking the *Journal* with him.

In 1971 our hero went back to work full time for a PR agency, Rohrer, which had formerly employed him, and has been with them ever since. This job is his "bread and butter"; but as managing editor of *PTJ* he takes a day or two every week from his agency job to handle the magazine.

Early in 1940, while covering Congress for the United Press, Otto had met Laura Iglesias, a pretty, dark-haired girl of Spanish extraction, who was a secretary to her Congressman father. He slipped a wedding band on her finger less than six months later. They have two married children, Elaine, 29, and Georg, 27. Georg works for an advertising agency in London and also serves as PTJ's United Kingdom correspondent.

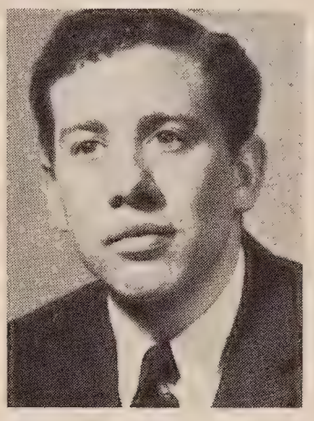
Otto is of medium height, blue-eyed, and weighs 160 pounds. Despite his conventional PR facade, he is offbeat in many ways. Dislikes cocktail parties because of their strained chatter. Likes poetry and classical music. Hates autos, although necessity forces him to own one. Doesn't go in for sports or exercise except walking. Disdains nearly all TV fare and magazines. Doesn't go to church. Is resigned to the fact that our civilization, like *The Wreck of the Old 97,* is "going downhill at ninety miles an hour."

"I've always had a warm feeling for *Railroad Magazine,*" he says, "because, although you play up nostalgia, you have never lost faith in railroads as an essential means of carrying people. But I wish you would put more emphasis

Last autumn, Otto Janssen and his wife visited Britain to see their son get married and to ride trains in England, Scotland, and Wales for *PTJ* photostories. This shot shows the Victorian-style station at Inverness, Scotland.

Elaine, married to a doctor, lives in Birmingham, Ala., where she is teaching while working for a degree.

Laura likes rail trips.



Son Georg while at Oxford. He lives in Teddington, near London.

"You've got to rewrite that, Otto," says Duke, the 8-year-old part German shepherd. Duke thinks it needs more dash like he shows in the backyard.

on modern rail travel. It seems to me that most of your readers would welcome additional material of a contemporary nature, particularly in these days of oil shortage and what I detect to be a growing disillusionment with the automobile.

"*Railroad* is a model of good editing. I'm amazed that the only two people working in your office, with no secretary, are able to put together, month after month, a book of this editorial and graphic quality. I like especially your *Information Booth.* Knowing how much trouble that we on *Passenger Train Journal* sometimes have to answer even one question, I realize the effort that must be involved each month in your detailed answers to many questions. The *PTJ,* a quarterly with less than half your number of pages, is constantly fighting deadlines and too often losing; but I will say in our defense that all our staffers are part-timers."

Passenger Train Journal is published in his home, 29 East Broad Street, Hopewell, N.J. 08525, sells at $1.25 a copy, $5 a year or $9 for two years. It is carefully edited, informative, newsworthy, and well illustrated.

Apart from *Railroad, Trains,* and British Rail's *Traveling,* the only periodicals that Otto reads with some regularity are the *National Lampoon* and *The New York Times's* book and magazine sections. He loves animals, both wild and domestic, has a cat named Peetie and a German shepherd dog named Duke, whose life he saved.

"I have utter contempt for hunters," he says, "but I do like nature and solitude. We have an old, rambling house in an old, unprogressive town—if it should ever turn 'progressive,' we'll move. I have a few railroad books, thousands of other books, but no railroadiana."

He used to contribute to the old *Saturday Evening Post,* specializing in short humor and satire, and had one novel published (the less said about it the better), and co-authored a play which was optioned but never got on the stage.

"Otto is a good cook," his wife tells us. "Last fall he decided that most store bread was inedible; so he began baking his own, and we haven't had any other kind since then. Otto's bread is not only tasty but is also solid and substantial. Putting a loaf of it on top of the soft commercial bread would flatten the latter. He makes it of white flour, yeast, and small amounts of sugar, salt, and butter, plus milk or water, preferably water in which potatoes have been boiled. Before the baking is completed, he paints the top with beaten egg to give it a crisp crust."

Nutritionists would agree with Otto that the average store bread, a "cotton" white-flour product, is unfit to eat, despite what the TV commercials say. However, they would omit that touch of sugar from bread ingredients and would certainly use whole-grain flour. The objection to ordinary white flour is that processing has robbed it of wheat germ, that part of the kernel which contains life-giving vitamins and minerals—the part which, when planted permits it to grow. Eating wheat products from which the natural germ has been milled out is like eating egg whites and discarding the yolk. Even so, most people prefer the degerminated bread.

We asked Laura why she married Otto rather than someone else. "One reason," she says, "is his intellectual honesty. He holds many unorthodox views and can be a little dogmatic in defending them, but he never takes a

Otto's home at 29 E. Broad St., Hopewell, N.J., also houses the *Passenger Train Journal* office on second floor.

position merely because it is popular, although his ideas may raise eyebrows.

"Another good quality is his kindness. He will go out of his way to help any animal in distress. For example, when we were living in Washington, D.C., an occasional kangaroo mouse would sneak into our home. Instead of setting a conventional trap, Otto made one which caught but didn't injure the mouse. Then he'd carry the trap outside and release the harmless little creature in the woods. He also saves stray cats and kittens, sometimes paying for their veterinary care. (My job is to find homes for them!)"

"In what way," we asked, "has Otto matured since you first knew him?"

"Very little," his wife says. "He has always been mature and serious. He is pretty much of a perfectionist, especially with regard to using the English language correctly. The other day in a supermarket he embarrassed me by explaining to the manager that a sign reading 'Express Lane. 10 Items or Less' should be changed to read 'Fewer' instead of 'Less.' Otto has a great interest in philology and etymology. He reads a wide variety of literature. He is also an amateur astronomer and built his own nine-inch telescope."

"What are his weaknesses?"

"Well, he smokes too much, doesn't get enough sleep, and eats irregularly. He is so non-mechanical that he hasn't the foggiest notion of how an automobile works and doesn't even want to know."

Our opinion, Laura, is that people should eat only when they are hungry and as often as they need food, rather than three square meals at the same time every day. Why not break away from routine? Furthermore, we don't think everyone should be interested in mechanics. Plenty of brilliant men who have big names detest mechanics.

Laura continues: "You might call my husband unsociable. Although he would not deliberately offend anyone, he doesn't disguise his feelings too well around people who bore him. He used to be very formal, wouldn't come to the table without a jacket and tie, regardless of the weather; but he has since relaxed a little on that score."

Also, we queried Thomas C. Sutherland, Jr., assistant dean of the School of Architecture and Urban Planning, Princeton University. He replied: "Otto Janssen is not flamboyant nor outgoing, but neither is he quiet and retiring. As long as I have known him I have been impressed by his loyalty and consistency in dealing with people. He's 'Mr. Low Key,' which in no way means he is aloof. It's easy to grasp how he stands on political or railroading issues. I appreciate his help in providing information for our new book, *The Way to Go.*" (Reviewed on page 60 in this magazine.)

Harry W. Frantz, now living at Ithaca, N.Y., was cable editor of the United Press news service when Otto worked in its Washington Bureau. He recalls that our subject joined the unit developing special stories for United Press clients in foreign countries and U.S. territories and dependencies.

"Otto lacked experience in overseas travel and foreign languages," Harry writes, "but soon found a valuable field in coverage for such newspapers as those in Hawaii, the Philippines, Puerto Rico, and Panama. During my period as editor he worked primarily in the Capitol at Washington and at Government bureaus devoted to territorial and insular affairs. Due to the high cost of cable tolls, such work required sound judgment in news values and carefully condensed writing. I found Otto dependable, alert, and versatile."

Another journalist who "speaks his piece" about No. 137 is Albert B. Manola, assistant publisher and editor of *NAHB Journal-Scope,* the voice of America's housing industry. He and Otto went to school together in Lakewood. Albert's father was a huckster who sold fruits and vegetables to the Janssen family. Both boys played in the local high school orchestra, Otto as a clarinetist and his friend as a violinist. Both also served on the school paper.

"At that time," Albert remembers, "Otto was interested mainly in three things: girls, music, and newspaper work. He also collected stamps and ran a philatelic mail-order business with another fellow. We both went to Ohio State University and for a time roomed in the same boarding house. After graduating in 1934, he hired out to the United Press and later helped me to get a United Press job. For decades he refused to own an automobile because he considered it an uneconomical means of transportation."

In the early 1950s, the two men tried to launch *Fun,* a weekly newspaper supplement for children. Having youngsters of his own, Otto was concerned that the daily papers had little or nothing useful for children—he did not regard the comics as useful. However, the project failed financially.

Albert says: "Otto showed persistence, courage, a flair for writing juvenile material, and a spirit of optimism that enabled us to keep going in the face of defeat. I think of him as a guy who never gives up on a cause he believes in, a guy who got railroading in his blood a long time ago and it still makes him run." ●

Janssen (left), with Carroll Kenworthy, in Washington United Press Bureau in 1940. Otto was one of few reporters who first heard about Pearl Harbor raid.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, No questions will be answered by mail or telephone.

1 ***Why did CP Rail recently buy 57 miles of Maine Central track between Mattawamkeag and Vanceboro in Maine?***

Because that mileage is part of the CP mainline between Montreal and Saint John and until now was operated under a trackage agreement dated 1887. The company finally decided to buy those 57 miles outright rather than continue the agreement. As Omer Lavellee, one of our *Interesting Railfans,* puts it in *CP Rail News*: "CP has just become a bona fide, sea-to-sea, transcontinental railway. That is to say, the company at last owns every inch of its mainline between Vancouver and Saint John."

2 ***How did the old Hanna stoker work?***

Like all stokers, it consisted of a crusher, a screw conveyor to move the coal to the firebox, and an elevator to bring it up to the firedoor level. Steam jets shot the coal evenly over the fire, the high-pressure (top) blaster handling the coarser pieces and the low-pressure blaster the finer particles. This meant the latter fell to the rear and did not get in the flues. The Hanna stoke engine, a small two-cylinder affair, was mounted outside under the left side of the cab, where it was very accessible. There was only one lever for starting, stopping, and reversing; and two valves controlled the steam blasts.

3 ***Which is America's shortest common-carrier railroad?***

The Pioneer & Fayette, about 2,600 feet long, which connects those two points in Ohio at Franklin Junction. Listed in *The Official Guide*, its sole motive power is a 25-ton switching engine and it handles Norfolk & Western freight cars.

4 ***What part is Canadian National's Aquatrain service playing in the Trans-Alaska pipeline construction?***

A great deal. Already CN is involved in moving 200 portable buildings from Calgary to Prince Rupert, B.C., and then on to Anchorage, Alaska. Due to the large size but light weight of these buildings, a novel experiment was tried—loading four of them on three flatcars. Almost every type of commodity from beer to bulldozers has to be transported to Alaska during the next two years to speed the project.

5 ***What is single-tracking?***

The removal of one set of rails on a stretch of main line where two tracks ran before. This is being done on many railroads in the U.S. and Canada, to save money on operation, taxes, etc.

It is quite feasible in modern railroading, especially where switches—and thus trains—are electronically controlled from a central location. As a result, about the same amount of traffic can move over a single track today as used to move over multiple tracks in the past.

In steam days, with shorter and more numerous freight and passenger trains, two main tracks were often needed to permit trains to pass without undue delay. In mountainous terrain, helper engines supplied extra power to get the drags uphill, which sometimes necessitated a third track for faster trains to bypass the slow-moving freight.

Diesels and traffic control systems have made all this obsolete. The answer today, of course, is single-tracking. Not only is there less track to be maintained after track is removed, but much material can be salvaged for re-use.

"The cost to change the signaling so that a railroad can operate on one rather than two tracks and to make the crossovers and so on is roughly a quarter of a million dollars," Hays Wilkins, board chairman of the Chessie System, said in *Forbes Magazine*. "The track and facilities that can be salvaged come to $1.25 million, in addition to saving many thousands of dollars a year for not maintaining a second track."

Jean Sadler, assistant editor of *Chessie News,* comments: "So if you see Chessie tearing up her rails, it doesn't mean she's getting smaller. Just that she's getting smarter."

6 ***When did the Columbus, Delaware & Marion interuban in Ohio fold up?***

It was struck a staggering blow in Feb. 1931 with abandonment of the Cleveland Southwestern, a vital freight connection. In Nov. 1932 the CD&M petitioned the Ohio Public Utilities Commission for abandonment of its own line between Columbus and Marion. Losses then averaged over $3,000 per month. Finally, on Aug. 23, 1933, the last car left Columbus for Marion.

7 ***Which road was the SLS&E?***

The Seattle, Lake Shore & Eastern, chartered in 1885 and projected from Seattle to Spokane Falls, 362 miles. In 1889 it had built 63 miles of track east of Seattle. Six years later it had 228 miles of track from Seattle to Sumas and from Spokane to Davenport. In the 1890's it became part of the Northern Pacific.

8 ***Where did the Virginia & Southwestern run?***

It was chartered in 1899 to acquire the South Atlantic & Ohio and the Bristol, Elizabethton & North Carolina, and absorbed the Black Mountain Ry. in 1908. Nine years later it was running from Mountain City, Tenn., to St. Charles, Va.; and the Moccasin Gap, Va., to Persia Jct., Tenn., a total of 189 miles. Then it leased 14 miles of Southern Ry. line from Bulls Gap, Tenn., to Rogersville as well as 22 miles from Appalachia to Toms Creek, Va., from the Norfolk & Western and Louisville & Nashville. The Southern controlled the V&S almost from the start, through ownership of capital stock.

9 ***What was the Le Chatelier water brake?***

Denver & Rio Grande Western steam power had to operate down steep grades, so any assistance given to the brakes was good. Throwing the engine in reverse motion helped a lot, but it also sucked cinders and dirt from the smokebox into the cylinders. The water brake was a device to eliminate this objection. It consisted of a duct leading from the bottom of the boiler to the cylinders. When this was opened, the water flashed into steam, entered the cylinders, and set up back pressure which effectively retarded the loco's forward motion.

10 ***Print the words to "The Boomer Shack's Reminiscence," by Walter DeLany.***

Texas Jack was eastbound; he came
from the Rio Grande
And stopped one night in Bridge-
port, on his way across the land.
His mood was reminiscent and he
talked a lot of fate
And troubles that beset him from
Maine to Frisco's gate.
I listened very quietly for the tale
which he'd unfold,
And if you'll pause a minute, here's
the story that he told.

"Standing at the Bridgeport station
and the Boston overdue,
And I see the long New Haven
freight slowly pulling through,
Long red cars, big gondolas, yellow
reefers, flats, and tanks,
And they're bringin' back the
happy days when I was in the
ranks.
New York Central, on the river,
there's the Erie and the Soo,
And Missouri Pacific—the high
line running from St. Lou.

"Canadian Pacific resplendent in a
brand new coat of red,
New York, New Haven & Hartford,
badly battered rides ahead;
Lehigh Valley, Jersey Central, and
the Susquehanna, too,
Pere Marquette, that grand old-
timer, where we used to double
through.
There's the Pennsy bringin' memories
of the days now passed afar,
When I rode 'em on the Horseshoe
—maybe on that very car!

"Wabash and the Santa Fe, and the
Big Four now I see,
Lackawanna and Southern, and the
lonesome LNE,
Baltimore & Ohio, down the West
Virginia slopes,
Where I wheeled 'em on a highball
and shattered all my hopes.
Great Northern, there's another where
the hoggers used to sweat;
Billie Mays of Boise City, wonder
if he's back there yet?

"And now we see the ending—here's
the little red caboose.
I could tell you more about them,
but I know it ain't no use,
For no matter where you wander, or
where you chance to roam,
If you've heard the rails a-callin',
you won't never have a home.

11 ***How far have railroads in general advanced in mircrowave transmission?***

Some have done very well. To name one road, Grand Trunk Western moved closer last fall to its goal of eliminating most of its old familiar wire-on-pole communication along the right of way when it dedicated a 76.8-mile microwave network connecting Detroit, Pontiac, and Port Huron, all in Michigan. The new extension permits various forms of communications, including multi-channel direct dial long-distance telephone circuits, train dispatcher's telephone circuit, and facsimile circuits for instant transmission of letters, orders, bills of lading, drawings, as well as high-speed teleprinter message circuits. Ultimately, the GTW will transmit messages over as many as 300 channels between Detroit and Port Huron by way of an antenna atop the Penobscot Bldg. in Detroit, and five high-frequency radio towers over the 76.8-mile route.

The new network will eventually connect with a similar system between Chicago and Elsdon, Illinois. When completed this year, the entire GTW will be linked by about 400 miles of microwave installations serving Michigan, Indiana, Illinois, and Wisconsin. Other roads have made comparable progress in the wave of the future.

12 ***As a Cotton Belt conductor, I'd like to know if the temporary 15, 10, and 20 percent annuity increases of 1970-'72 will be made permanent after next December 31, the date to which they were extended.***

The matter is still in abeyance. Congress has stipulated that they will not be continued prior to the enactment of legislation to improve the financial position of the railroad retirement system on a long-range basis.

13 ***Why were old-time stock cars built with side doors toward the end instead of opposite each other?***

Not all of them were. Those which fit your description were probably used for carrying lumber when not in stock service, the doors being built to facilitate the loading of long pieces.

14 ***What can you tell me about the old North Pacific Railroad?***

Chartered in Dec. 1871, it operated about 88 miles of three-foot-gage track. The main line extended from Sausalito to Cazadero, Calif., 80.75 miles, with branches from San Rafael to Bay Jct. and from Bay Jct. to Mill Valley. The NPR also leased from the San Rafael & San Quentin, 3½ miles of track extending between those two points. Steam ferries were operated between San Francisco and Sausalito, 6 miles, and to San Quentin, 11½ miles. As of June, 1893, the North Pacific had 12 locos, 33 passenger cars, five baggage cars, 353 freight cars, two cabooses, two ferry boats, one tug, and two freight barges. It was sold to the North Shore R.R. in 1902, and partially converted to an electric line. Five years later its trackage was absorbed by the Northwestern Pacific, a system formed in the joint interest of the Santa Fe and the Southern Pacific.

15 ***Did the Fitchburg R.R. run oil-burners through the Hoosac Tunnel?***

Yes, according to the Boston & Maine Historical Society. After the B&M took over the Fitchburg on July 1, 1900, its shops at Keene, N.H., sent Consolidations 1067-1075 to the tunnel in Dec. 1901, rebuilt for oil-burning operations.. These were the first oilburners in New England. Alco delivered four 2-6-6-2 Mallets, Nos. 1291-1294, to the B&M in 1910. At that time they were the world's largest oil-burning locos and relieved the 2-8-0's, which were changed back to coal.

16 ***List the roads controlled, operated, or leased by the Baltimore & Ohio at the outbreak of World War 2.***

The Baltimore & Ohio Chicago Terminal; the Alton, Dayton & Union; the Staten Island Rapid Transit; the Winchester & Potomac; the Ohio & Little Kanawha; the Indian Creek Valley; the Mt. Jewett, Kinzua & Riterville; the Hamilton Belt; the Cincinnati, Indianapolis & Western; the Buffalo, Rochester & Pittsburgh; the Buffalo & Susquehanna; the Baltimore & Ohio R.R. in Pennsylvania; the St. Clairsville & Northern; the Home Avenue; the Dayton & Michigan; the Monongahela (controlled jointly by the B&O, the Pittsburgh & Lake Erie, and the Pennsy, each road owning one-third of the capital stock).

The B&O also owned a dominant stock interest in the Reading and its controlled affiliate, the New Jersey Central, including all subsidiary lines of both systems. It virtually controlled the Western Maryland, which paralelled its route through the Potomac Valley, making connections with the Reading.

17 ***Name the Pullman Cascade cars.***

As far as we know, there were 37: the Dawn, Falls, Glade, Glen, Glory, Grotto, View, Park, Ripple, Rocks, Spirit, Vale, Valley, Woods, Elf, Faun, Forest, Gardens, Green, Hills, Lane, Mist, Moon, Pass, Rain, Canyon, Marble, Rainbow, Spray, Springs, Summit, Stream, Run, Whirl, Waves, Water, and Wonder.

18 ***Print specifications of Omaha Road's 4-6-2 No. 600.***

One of the most powerful Pacifics ever built, she had 25x28" cylinders, 75" drivers, and 260 pounds of boiler pressure, weighed 619,000 with tender, and exerted 51,300 pounds of tractive force; with booster, 64,400 pounds.

19 ***Brief info, please, on Pennsy's Philadelphia to Harrisburg electric extension.***

Electric passenger train service on this 83-mile mainline began Jan. 15, 1938. With the stringing of catenary

above the low-grade freight line, this work project added 315 miles of road and 773 miles of track to the electrified system. At the time it gave PRR a total of 2677 miles of juice operated trackage, or 41% of the U.S. total.

20 ***What forced the recent Ann Arbor bankruptcy?***

Heavy losses from Lake Michigan ferry operations were cited as a major factor. The 292-mile railroad from Toledo, Ohio, to Frankfort, Mich., asked court protection in mid-October of last year. It reported $117 million in losses for nine months, 13.3 percent more than a year earlier. The Wabash sold the AA in 1963 to the Detroit, Toledo & Ironton.

Running Extra

Answering W. Hope Tilley's remarks on the ideal conditions of perfectly aligned and level track and a car with perfectly aligned wheels not needing flanges:

Conceding his hypothetical conditions, we must assume at least three more: (a) no air resistance at all, (b) an initial applied motion in the exact direction of the track, and (c) the track to be laid exactly east and west.

What Mr. Tilley ignored is that car wheels taper from the outside to the flange proper, which reduces wear on rail curves due to slippage, so the car would ride nicely without needing help from the steep part of the flange. On a north and south track, however, due to the earth's rotation, southbound cars have constant pressure on their west side flanges, while northbound cars show extra wear on their east side flanges. For a long time railroads were puzzled by this unusual wear on north and south tracks.—George Beane, 415 Wren Ct., Mechanicsburg, Pa. 17055.

Who has info on Baltimore & Ohio bay-window cabooses? Were the heralds on the old wagon-top outside-braced crummies black or blue? When did B&O switch to bay-window cabooses? When did it adopt the paint scheme with blue sides, yellow ends, and white lettering? When did it drop its old herald (linking 13 great states, etc.)? Has it used any other paint schemes on its bay-window hacks?—Brian Straub, Methesco (M-202), Delaware, Ohio 43015.

Recently in Elmira, N.Y., I saw Erie Lackawanna trains with Penn Central cabs and EL locos. Does this mean PC operates on the EL lines?—L. H. Grier, 327 Blue Jay Lane, Winter Haven, Fla. 33880.

A 1901 Detroit newspaper lists the Lake Erie & Detroit River schedule as "Leave Campau Ave. for Mettawas." Where were these stations?—L. M. Judge, 1588 6th St., Baywood Park, Calif. 93401.

Re query from George Rheinbold in Nov. '73 issue: Technically, the Toronto-Buffalo passenger train travels over four roads. CP Rail has trackage rights over Canadian National from Toronto to Hamilton Jct., over CP Rail from Hamilton Jct. to Hamilton; over the Toronto, Hamilton & Buffalo from Hamilton to Welland, and over Penn Central from Welland to Buffalo. The CP crews runs from Toronto to Hamilton, where TH&B crews take over for the trip to Buffalo. Services now consists of a single RDC car each day. When I rode it last July, we were held up for over an hour at Ft. Erie by U.S. Immigration—J. Edward Jackson, 371 Edgemere Dr., Rochester, N.Y. 14612.

Why do the Florida East Coast through freights seldom, if ever, have cabooses?—Emory G. Johnson, 2216 Wynnewood Circle, Louisville, Ky. 40222.

When did the Reading open and close its South Camden, N.J., ferry terminal building?—John Laughlin, 130 County St., Seekonk, Mass. 02771.

Which railroads have high-platform passenger stations in the U.S. and Canada?—James Simmons, 17250 Greenfield, Detroit, Mich. 48235.

I am a conductor on the Ferrocarril del Pacifico in Mexico. Is there a half-fare rate on American railroads for Mexican railroaders holding a pass? What is the cost of a ticket from Las Vegas to Chicago, and what is the mileage?—Enrique Aguilar Diaz, Alemania 1391, Guadalajara, Mexico.

I have an old lantern marked "MI&T RR & SS Co." Which railroad was this and where did it run?—James Gwin, 3108 45 st., Metairie, La. 70001.

Anyone know my relatives or the location of records or stories about them? They worked mainly for the Boston & Maine. They were George Earl Drew, Myron Drew, Carl M. Drew, J. W. Drew, Wm. Drew, Fred Drew, Mathew McIntyre, Dennis McIntyre, and William McIntyre.—Norman Drew, 71 Commerce St., Clinton, Conn. 06413.

Many readers have asked about binders to preserve copies of your magazine. I buy mine for $4 each from Metropolitan Opera Guild, Inc., 1865 Broadway, New York, N.Y. 10023.—B. Alan Stanick, 1012 W. Hollowell, Ontario, Calif. 91762.

On a trip to the Jersey shore, I noticed a railway line that did not appear on any of my rail maps. I was told it connected the storage area of the Naval Ammunition Depot Earle near Colts Neck with the loading and unloading piers at Leonardo. Who can tell me about this operation?—Bernard L. Albert, M.D., 67 Tunstall Rd., Scarsdale, N.Y. 10583.

Who has pictures of the old Hocking Valley freight and passenger locos?—Robt. Szelis, 1604 E. Market St., Huntington, Ind. 46750.

Info wanted on class 8 steam loco 71000, *Duke of Gloucester*, built in 1955 by British Railways at Crewe Works. Also details of its daily operation and crew experiences.—C. S. Taylor, 7, Ludlow Ave., Crewe, Cheshire, England.

Anyone help me on the history of the Escanaba & Lake Superior?—H. E. Eashcroft, Box 304, Glenwood City, Wis. 54013.

Wanted: poem, "The Village Station Agent," a parody on Longfellow's "The Village Blacksmith." I am interested because my father was an agent-telegrapher for the SP&S.—John Meyers, 515 W. 28th, Vancouver, Wash. 98660.

Is J. H. Bunnell & Co., which used to make railway telegraph equipment in New York City, still in business?—John Hicks, 222 21st Street E., Prince Albert, Sask., Canada, S6V 1M1.

Floyd Yeats, Canadian Pacific hoghead on train No. 1, *The Canadian*, is a railroader who works at his hobby, collecting engine and train pix. He has set up a carefully framed and labelled pictorial display of some steam locos in two CP staff rest houses, one in Field, B.C., the other in Medicine Hat, Alta. Floyd feels that the men who pass through the rest houses will be interested in what the old steamers looked like. Many of them have requested copies of the pictures, half of which he took himself and others he has traded for from railfans.

Howard Brown of Osawatomie, Kan., wants the poem "Empties Coming Back," Here it is, by C. B. Clark:

Have you ever sat by the railroad track
And watched the empties coming back,
Lumbering along with a groan and a whine,
Smoke streaming out in a long gray line
Belched from the engine's panting stack,
Just empties coming back?

I have, and to me those empties seem
Like dreams I used to dream
Of a girl, or money, or maybe fame.
My dreams have all returned the same,
Swinging along the home-bound track,
Just empties coming back.

HOBBY CLUB

conducted by Sy Reich

FOR THE FIRST time since the late railroad historian Charles E. Fisher and a small group gathered in Boston in 1922 to form The Railway & Locomotive Historical Society, Inc., the Society will move its annual meeting, effective May 3-5, out of the land of the cod and baked beans to various chapter locales throughout the country. The N.Y. Chapter will host the 1974 meeting. Next year Chicago's Chapter will have the honors, and in the Bi-Centennial year, 1976, Pacific Coast Chapter will roll out the welcome wagon, reports President Greene.

N.Y. Chapter will open the weekend of events on Friday evening, May 3, at the Hotel McAlpin, headquarters for the three-day gathering that will see members from all over the U.S., Canada, and even Europe attending. On Saturday a steam trip over the Morristown & Erie will be followed by a MU run over the Erie Lackawanna from Hoboken to Dover, N.J., and back.

On Sunday, May 5, the society will hold its annual dinner and meeting, with Arthur L. Lloyd of Amtrak as guest speaker. Arthur is one of this magazine's *Interesting Railfans*. His subject will be: "Amtrak, Then and Now: a View from the Inside and Outside." John Nernoff, Jr., well-known East Coast artist, will unveil a large color portrait of the famed Erie Triplex *Matt H. Shay*.

One outfit that is defying the prophets of "doom and gloom" about gas shortage, economic crisis, etc., is Tennessee Valley R.R. Museum. They have sent in a note, with no "maybe," that they will be operating steam and diesel trains every Sunday afternoon April through October on a 3-mile round trip that includes a 1000-foot tunnel, photo runs, and a ride through restoration area. The fare, $1 adult, 50¢ children, includes a tour of equipment displays, the diner, and gift shop, plus two train rides. Ample parking and rest room facilities. For a schedule of mainline trips behind ex-Southern 4501, write TVRM, Box 5263, Chattanooga, Tenn. 37406, or phone 615-622-5908.

Good news for Rocky Mt. railfans: this year the Colorado Railroad Museum will reprint as one volume its popular *Annuals* of the first six years, 1963-'68. Some of these have long been out of print. Sharp increases in printing costs have made it impractical to reprint the smaller editions individually, says the Museum's newsletter, *Iron Horse News*.

Through the generosity of Merrimack College at North Andover, Mass., the Boston & Maine R.R. Historical Society has a secure place to store its collection of rare items. These will be placed in locked bookcases and cabinets in the college's Arundel Room. Anyone wanting to contribute B&M plans, maps, timetables, photos, etc., to the Society should contact Harry Frye or William J. Cashman, Jr., P.O. Box 302, Reading, Mass. 01867.

British locomotive name and number plates and whistles are wanted by D. Hamer, 5 Wilton St., Whitefield, Manchester, England.

In keeping with the 40th anniversary of The Railroad Enthusiasts in 1975, the national board of directors meeting in Hartford, Conn., has suggested a membership participation contest. The board may print a wall-type calendar, featuring members' railroad pix. All divisions would take part in this project. Knowing the camera accumen of the RRE we predict the slides will be sharp, clean, and in good taste. The competition will be keen; but, as Bill Webber's N.Y. Div. *Bulletin* pointed out, "The recognition of a job well done will be the reward to those whose pictures are selected."

A new Chicago & North Western railfan and modeling club has been formed, according to *Sparks and Cinders*, issued by the Wisconsin Chapter of NRHS. That monthly newsletter, featuring current operations, history, equipment, and modeling ideas, goes with a $2 membership fee. Write Joe Follmer, Rte. 2, Box 82, Amherst, Wis. 54406.

Railfans at Occidental College in Los Angeles, as well as others in southern California, can have plenty of interesting hours now and for years to come. A hobby bonus was provided by the late John Lloyd-Butler, a California rancher whose interest in railroads led him to acquire a colorful, comprehensive collection of rail memorabilia that includes books and pamphlets on the history and development of railroads in America. In the John Lloyd-Butler Railroadiana Collection are over 1,000 books and 37 boxes of pamphlet materials. All were donated to Occidental's Mary Norton Clapp Library and shelved in a special section. There are rare annual reports, tickets, timetables, schedules, photos, postcards, Government surveys, dining-car menus, and even railroad cook books. In addition, the collection has all copies of *Railroad Magazine* since December, 1929.

Among the trolley operations about to open a new season is the Minnesota Transportation Museum at South Minneapolis, Minn. Their best season yet was in '73, when some 40,000 persons rode the Como-Harriet line, and it will take some doing to match the figure this year. Many plus factors are mentioned in their newsletter, *Minnegazette*. Among them were the full electric power complex installed during the summer, a new switch and siding emplaced at Linden Hills, track extended to and beneath the Wm. Berry bridge, a new storage-shop facility erected beneath the Linden Hills Blvd. bridge, a line tower car built; vintage trolley poles acquired, and the "S" curve north of 42nd Street rebuilt.

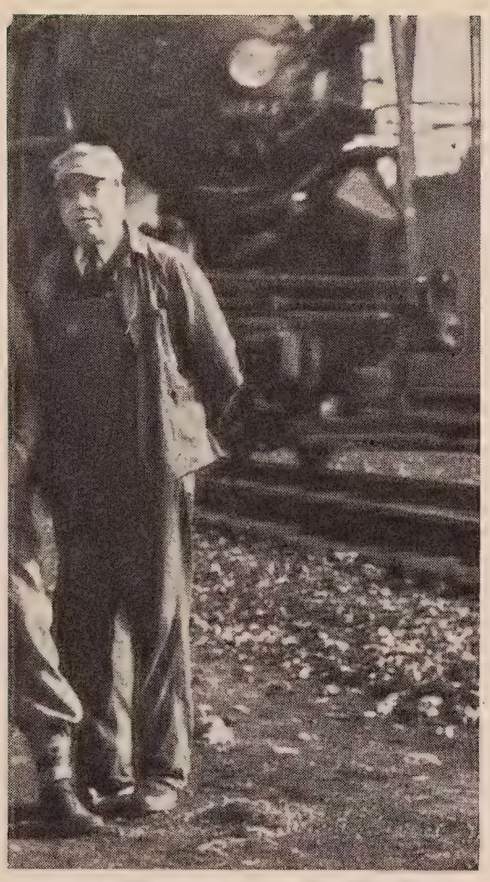
"Besides the C&O K-4 Kanawha that we restored, as Aug. '73 *Railroad* pointed out, we have done an equally good job on our C&O caboose and N&W baggage car and have fenced in the latter two here at St. Albans," writes Jack W. Smith, Old 2700 Fund, St. Albans Fire Fighters, P.O. Box 642, St. Albans, W. Va. 25177. "All donations to this project are tax deductible."

"100 Years of Railroading in Tacoma, Northern Pacific Railway Centennial," was the theme of Tacoma Chapter of NRHS helping to observe the birthday of the former "Mainline to the Northwest." A committee headed by chairman Paul Meyers and ably assisted by two women from the Tacoma, Wash., Public Library, assembled historical and other railroad artifacts for window display. The Chapter also had a slide program in a room on the Passenger Concourse, complementing the entertainment at Union Station and the inspection of NP's dowager loco, *Minnetonka*, which was on display during daylight hours.

Santa Fe's roundhouse in Albuquerque, N.M., has been selected as the temporary home for retired locos chosen for preservation, according to *Pacific News*. Three engines and one motor car, set aside for this purpose, will be moved to the New Mexico city. They are Baldwin DS-4-4-1000 No. 2260, EMD NW2 No. 2404, Alco RSD15 No. 9820, and motor car M190. Several other units are tentatively slated for preservation upon their retirement.

ON A FOGBOUND NIGHT

by John Johns



John Johns as a New York Central freight conductor, at Poughkeepsie, N.Y.; loco is 2583, a Mohawk.

FOG filled even the cab. Jim Moran, his hand on the throttle, bounced and swayed on the hard seat with the pitch of the rough-riding locomotive. Jim was twenty-four. Tall, broad-shouldered, and slim-waisted. Ordinarily a twinkle lurked in the Irish blue eyes, but tonight over-fatigue had robbed them of brightness. Coal dust powdered his lean handsome face and black hair as he leaned heavily on the window arm-rest to keep his tired body from slumping into a heap.

The pounding Mogul, number 1226 on the Chicago & Western roster, was pulling more than her high tonnage rating. At frequent intervals the low drivers lost their grip on the slippery rails and raced wildly. All that November day in 1900 the weather had been cold and freezing. Ice was everywhere. But with nightfall the temperature rose. A warm south wind sprang up, and fog was now billowing over the rails.

Shortly before six p.m. the crew had pulled into Chicago. The head brakeman, Bart Sanford, a thin, pasty-faced youth, was cutting off the Mogul to send her to the roundhouse, while the men were congratulating themselves that an exhausting trip was over.

Then "Fatty" Bagley, the general yardmaster, came out of his office, called a stop signal to Jim, and said: "Just the man I'm lookin' for! I want you to get coal and water, turn around, and head back to Clayton."

Clayton was their home terminal, 140 miles distant. Jim asked wearily: "Giving us a caboose hop, eh,"

The G.Y.M. forced a laugh "Where'd you get that idea, Moran? If I let you fellows grab your crummy and beat it, who'd move all the cars that keep rollin' in here and pluggin' up the yard? Fact is," he added confidentially, "I've got a nice train lined up for you."

"Like hell you have!" Jim flared up. "Well, this time you're calling another crew. We've already been on duty twenty-two hours."

"Yes, I know," Bagley soothed. "You boys are all in. You had a rough trip and you ain't seen the family for two days." He dusted imaginary ashes off his vest. "But freight can't lay around, and there's no other crew—"

"At least give us a few hours' rest," urged the conductor, Bob Nevins. Bob was a short, heavy-set man with a round face and cornflower-blue eyes.

"A few hours' rest, eh?" Bagley snorted. "Why, I'm doin' better'n that. I'm givin' you a merchandise hotshot. You fellows should burn up the road and be at Clayton and in your own trundle beds by midnight."

"I've heard that one before," said Nevins, "and it don't go."

"What did you fellows hire out for—to work or to loaf?"

"We don't mind work," Jim protested hotly, "but every man of us is worn out for lack of sleep. We're in no condition to take a train to Clayton or anywhere else. Suppose we doze off and something happens? I can hardly keep my eyes open right now. How the hell do you think I'm gonna stay awake six hours more?"

Bagley's patience was wearing thin. "Men who can't railroad have no business on the C&W. If I report you sleepin' beauties to the superintendent of the Chicago Division, know what he'd say?"

Silence was the only answer. Then Nevins cut in: "I don't see you working thirty hours at a stretch yourself."

"I haven't time to chew the rag," Bagley said coldly. "Either run this train or you don't work at all. It's up to you."

Bart Sandford tugged at Jim's sleeve. The engineer moved a few paces away.

"There's no use arguing," Bart pointed out. "Bagley's got us licked. He can pull us out of service for refusing duty. Mitchell is a tough super. He'd fire us. Jim, you got a helluva lot more to lose than me. I'm only a brakeman. Get me, pal? I'm willing to go. What do you say?"

JIM THOUGHT a moment. He was a new runner, set up but a few months. Why should he throw up his seniority for a little shut-eye?

"You're right, kid," he said at length. "But what about the brains? Will Nevins go along with us?"

After a brief confab, Nevins agreed; but was resentful when he spoke to the brass collar.

"All right, Fatty, you win. Bring on your damn train."

Bagley smiled. "That's fine! I thought you'd see it my way. Another thing," he went on, "I got all the air cars ahead. There must be fifteen cars equipped with airbrakes and I put 'em all together on the head end and the non-air cars on the rear. You boys won't have to get out and tie 'em down with clubs every time Moran wants to stop."

"Well, that's something," agreed the skipper, "but it doesn't change the picture. We're still in no condition—"

"Yes, yes, I know," the G.Y.M. cut in. "Are we goin' to start that again?"

Nevins glared. "Come on, give me the bills for the train and we'll get out of town before I begin figuring my job ain't worth what I'm going to do."

Fatty shrugged and followed Nevins into the yard office. Bart climbed into the cab, ran his Mogul over to the roundhouse, stopped at the coal chute, and loaded up with fuel.

Fog gradually spread its dank fingers over the yard. It was pressing down on shadowy hues of reefers and coaches, on dim lights, on dull wet rails, and on human wraiths that took form out of nowhere and vanished. At eight o'clock Jim Moran whistled off. The fast merchandise, loaded above the Mogul's tonnage rating, rumbled out of Chicago

thirty minutes ahead of *The Owl* express.

AND NOW, an hour later, with fog still swirling around like gray smoke, Jim peered out the cab window, leaning heavily on the arm-rest. His eyes burned. If only he could close them! But he dared not take his gaze from the murk into which he was plunging his crew, his train and himself.

He knew that the dispatcher had confidence enough in him to let the redball freight move right along. Without a stop they covered the seventy miles to Desmond. A towerman switched them onto a siding so the passenger train, also westbound, could thunder on down the main and pass them.

As Jim eased onto the sidetrack, Bart crossed the cab and said: "You did a swell job, Moran! Dispatcher gave us a nice shot here to Desmond. It's only ten-thirty, and we're halfway to Clayton."

"If we do the next seventy miles in just as good time," chimed in the fireman, who was a boomer, "we'll get home just after midnight. Is this your regular mill?"

"Sure is," the hogger said proudly. "She was in bum shape when they first gave her to me. But I got kind of chummy with McGinnis, the day roundhouse foreman in Clayton. He's had the boys fix her up some, and I finished the old girl on my own time."

"She's a good steamer," said Bart.

"And the valves are set right," Jim added. "There isn't a blow out of her. She rides hard, though, and pounds like the devil, but she can pull 'way over her rating. Did you see how she walked right away with this heavy train?"

"She did that." The fireman lapsed into silence. Then he said, after the manner of boomers: "I'm dead on my feet, Moran, but I'll stick it out to Clayton. Why, once on the Lake Shore I was fifty-five hours—"

"Here comes *The Owl*," Bart interrupted, "right on our tail!"

The freight coasted down the siding. Jim squinted out his window, watching for the dwarf signal that governed movement onto the main. The fog was so thick that he could barely distinguish landmarks. When he caught a fleeting glimpse of a toolhouse he knew the distance to the switch and signal. Alert, tense, the engineer peered ahead. His tired eyes picked out what seemed to be a pin-point of green light. He waited, sighed with relief. It was the signal glow of the dwarf.

Jim slowly notched the throttle. "We got the bug to go," he called over his shoulder to Bart and the fireman. "Clayton next!"

He rolled the Mogul out onto the main. As they passed the signal tower, the towerman twirled a highball with his lantern. The engineer answered with two short blasts of the whistle.

"There's nothing behind but Number One," the brakeman shouted across the cab. "We've got an hour on her. No reason why we can't go to Clayton for her."

Jim nodded and widened on the throttle. The old girl shot sparks into the sky and jerked ahead, straining herself to get the heavy freight rolling. Bart scrambled back into the tender. He shoveled coal forward, within the fireman's reach, so the boomer would not have to dig for it.

JIM WATCHED and waited for the first block signal, the silent sentinel that stood guard over train movements. Somewhere down that gloom-shrouded stretch of main stem a passenger train, *The Owl*, was speeding to keep a schedule. *The Owl*, Jim reasoned, should be miles ahead of them by now. But any one of a dozen mishaps could have stopped it out there in the gray night. Anything might happen in a fog.

He could see the gleaming semaphore light, dimmed by the mist, only by leaning from his cab window. Even then it was visible for but a split-second as it flashed by. To miss a signal under such conditions was easy, like a ship captain losing his bearings in a fog.

There was a faint glow, but Jim caught it. White! *The Owl* was obviously some distance ahead. How far, he had no way of knowing. But of one thing he was reasonably sure: the track ahead was clear for a few blocks. Even so, he was alert, ready for a rear end to loom up out of the mist. Automatic block systems in those days were subject to signal failures. The worst that could happen was for the signal arm to remain at clear instead of rising to a horizontal stop position.

Bart Sanford stepped over to the side of the hogger and shook his head. "What a helluva fog!"

Jim pulled out the throttle another notch. "I'm running blind," he said. "I barely caught that last signal. The bug was clear. Can't see a thing, I'm guessing half the time where we are."

The brakeman gasped: "You mean —you ain't always sure?"

"Are you?"

"Why, no, I'm depending on you."

"Don't get excited," Jim advised. "I'm running on signal indication, and sounds. Have a pretty good ear. I know when we're passing certain things. We'll be passing that big rock just before we come to Willowtown. Stick here and I'll show you what I mean."

The brakeman remained standing behind the engineer, tense and wide-eyed as if he expected something to happen. The freight was rolling rapidly. Jim heard a roar from the left side.

"There! That's it!" he cried. "The big rock—it's echoing the noise of our passing. Wait! We'll soon be going through Willowtown. You'll see the depot."

Two minutes later the engineer directed Bart's attention to a shapeless building swathed by the dank fog.

"There's the depot," he pointed. "We're passing Willowtown. Next we'll get the rumble of crossing the bridge at Swan River. Then, when you feel us on a long curve, you'll know we're coming into Forest Bend; and when we cross another bridge we'll be passing Steuben."

"I wish to hell we were out of this fog," the brakeman said, returning to his seat on the opposite side of the cab.

RESTING a hand on the throttle, Jim Moran moved his aching body back and forth. Cold, damp air blew in through the open window. Billows of fog swirled around him like smoke. The hogger sensed they were coming to another block signal. He leaned out to look for it. Presently he picked up a pin-point of light, and passed it.

Then he settled back on the seatbox. His eyes throbbed from lack of sleep. Visions of a clean, soft, white bed danced in his mind. The trip was torture, but they'd soon be home in Clayton.

Hearing a rumble, Jim recognized the sound of a train on a bridge. The boomer fireman slammed the firebox door and looked up at him.

"We're crossing Swan River," said the hogger. "There's a block signal just west of here."

The freight boomed onto firm ground. Again Jim craned his neck out the window. Presently he glimpsed the smothered glow.

"Clear block!" he cried jubilantly.

The train rocked onto a long curve,

the car-wheel flanges screeched; and he was on his feet again, looking for the signal. The long curve, in the fogbound night, indicated they were approaching Forest Bend, where a semaphore stood a hundred feet west of the station.

Again he caught the block. A blot of white dimmed by the haze. He waited until the boomer opened the firebox to put in a fire; then he looked across the cab. Bart Sanford was leaning against the cab frame, his head down.

Jim called the fireman. "Boomer, wake up the shack! He's got to keep his eyes open tonight."

The fireman jeered: "Bart's all right. He ain't in my way. I'll be needing coal soon and then I'll wake—"

"I want him to watch for these blocks," the engineer explained, too tired to challenge the fireman's impudence in questioning an order from him. "I can hardly keep my eyes open. If I miss a signal I'll have to slow down. Maybe I won't even get a chance to slow down!"

BEFORE waking Bart, the boomer said: "I'd be glad to take the throttle for a while, Moran, but I don't know the road. And on a soupy night like this I wouldn't know if I was on the C&W or the Indian Valley Line. Besides, if I ever hit that seatbox, I'm so tired that I'd go dead before you know it."

"Thanks," Jim responded. "Yes, I'd better stick with the old girl myself. Get Bart on his pins!"

The fireman crossed the deck and shook the sleeping brakeman. Bart, utterly worn out, required a lot of physical persuasion to wake up.

"What's the matter?" he yawned.

Briefly the engineer told him, speaking loudly above the locomotive's roar and pound. The brakeman was irritable.

"If you can't see these signals yourself," he growled, "you need an eye test."

"Never mind the lip," Jim retorted. "I want you to answer me when I call a block. This damn fog is getting worse. If I wasn't so sleepy I wouldn't need help."

For the next few signals Jim was satisfied with the way Bart repeated them to him. Then the shack walked the few steps to the hogger's side and said he was going back to the tender and shovel ahead some coal for the fireman.

Jim listened for sounds to tell him where he was. He figured he was near Steuben. His eyelids felt as heavy as pig-iron. To keep them open until the brakeman returned to the seat across the cab from him, he reached into his jumper pocket and brought out a package of pipe tobacco, dug into it with clumsy fingers and withdrew a few grains of the weed. Into the corner of each eye he dabbed tobacco. The sharp sting caused him to wince. He was wiping his eyes with a handkerchief, yet even as he did so he continued to watch for the blocks.

Soon the Mogul was on a bridge. A rumble, the roar of wheels on a wooden frame. It was the bridge coming into Steuben! Jim leaned far out his window. His eyes probed the white curtain that hemmed them in. Vainly he searched for the semaphore. Why, of course, he was crazy to be looking for the block. He was only rumbling across the bridge, while the signal was located to the east, just a few feet from where trains rolled onto the structure.

Jim forgot his tortured vision, forgot everything except one terrible fact: he had missed a signal, had failed to see the semaphore located east of the bridge. He had run a block! The realization sent him into a cold sweat. He tried to think. Time was precious.

Why, what nonsense to worry! He was following *The Owl*, and all the blocks had been clear. Wait! Another signal stood less than a mile away, a few paces beyond the Steuben depot. Wait! Sure, it would be white, indicating the block was clear. But what about the previous signal, the one he had missed? Suppose it had been green, mutely informing him that the next signal would be red? In that case, the block was occupied by a train somewhere within its three-quarter-mile length.

Yes, supposing the limited was stalled in the fog? Jim wouldn't be able to see anything until suddenly there was a crash. He withdrew from his window, nervously closed the throttle, and began to apply the air on the fifteen head cars equipped with airbrakes. Inwardly he gave thanks that the train had such braking power.

A SOUND of air escaping from the port drew the fireman's attention. The sudden shutoff, the bunching of the slack which sent the train against the Mogul, brought the brakeman scrambling down off the coal. He climbed over the coal boards, landing almost at Jim's feet.

"What the hell's going on?" Bart and the boomer fireman asked in chorus.

"I missed that last block," the hogger said dismally as he struggled to slow their speed.

"How did you know it wasn't clear?" the fireman inquired.

"Never mind that," said Bart. "Jim, how did you come to miss it? How?"

The hogger was bewildered. "I don't know. I was putting some tobacco in my eyes, but I kept watching for it."

"If you didn't see that signal, how do you know you missed it?" the brakeman questioned. "I think you're a little mixed up. I don't believe there's a block back there at all. This fog—"

"I know the location of every signal on this division," Jim said vehemently. "I tell you I missed that last one—"

"Why don't you wait until you come to the next one before you stop?" the fireman piped up. "You got a swell roll on this hotshot."

The engineer scowled, "Do you know the indication of that last block?"

"Bart, do *you* know what it was? Jim asked anxiously.

The brakeman shook his head. "How the hell could I see anything? I was back in the tank pushing coal. But I don't think you missed a block. You probably dozed off a second, and imagined you did."

"You don't know what you're talking about." The nerve-wracked hogger raised a hamlike fist. "Say that again and I'll knock your block off. Why, you damn fool, how could I be dozing when I was putting tobacco in my eyes?"

"Sure, that's right," the fireman said, "I saw him."

"I'm sorry," Bart apologized, "but I still don't believe you passed a signal."

"I know I did," insisted Jim, now successful in slowing down the freight.

"This crazy stop is gonna cost us an hour's delay," the boomer grumbled, "and we'll lose more time getting a roll on it."

The brakeman shook his head. "And the dispatcher'll hold us at Round Robin for Number One! More time lost, just because you got an idea—"

Bart did not finish. Two torpedoes exploded. The men ran to windows and gangway and stared ahead. Jim now had the freight under control and moving at a slow rate, as though he knew the next block was red and he was leisurely coasting up to it.

Suddenly the brakeman cried: "Hey, a flagman right here!"

A ghostlike figure in trainman's uniform took shape and climbed into the

cab, with red and white lanterns dangling from his arm.

"Take it easy, boys!" he said. "*The Owl* is just beyond the depot. Our rear end is only a few feet the other side of the signal. You made a great stop. I could hear you coming, and I figured you'd pile into us before you could stop."

"I got fifteen cars of air on the head end," Jim said, his hands unsteady.

BART and the fireman were seated across the cab, their faces white. Both were unable to speak. They avoided meeting the engineer's eyes.

If he hadn't firmly decided to stop, after insisting he had missed a signal, the Mogul would now be buried in the debris of *The Owl*. At the speed they were going they would have split several sleeping-cars and plowed right up the center. Instead of the sound from the engine, the gentle hiss of steam, and croon of the air pumps, the night would have been filled with horrendous screams. Bart, the boomer fireman, and he himself probably would have been among the dead. They wouldn't have had half a chance. The wrecker might take two days digging into the twisted mass to get their bodies.

Jim handled the throttle gingerly. He fed steam in small amounts, pulling out the throttle a little and then gradually shutting off. He had to creep. Somewhere, a short distance ahead, a red block and a standing passenger train were hidden behind the fog curtain. Cautiously he inched toward the signal.

The flagman off *The Owl* stood in the gangway, squinting into the murk for a glimpse of the block. The freight had traveled several hundred feet, when he yelled:

"Stop! You're at the signal!"

Jim had seen it, too, and was already applying the brakes. When the freight stopped, the passenger flagman started to descend from the cab.

The engineer asked: "Say, bud, why did *The Owl* stop? Steuben is no regular scheduled stop."

"You got me," came the reply. "We stopped in a heap. I grabbed my lanterns and beat it back to flag."

He moved down the cab steps. Taking a white lantern, Jim followed. The passenger brakeman climbed onto the rear of his train, while his engineer continued toward the head end.

Using the side of *The Owl* as a guide, Jim made his way to the head end, to find the train baggagemaster coupling the hoses between the baggage car and a coach. Billy Milton, *The Owl*'s engineer, was holding a bunch of burning waste to illuminate the scene and in general to assist the baggagemaster.

"Hello, Billy!" Jim greeted. "I expected you'd be in Clayton by now,"

Milton grunted disgustedly. "Damn this fog! Sure, I'm due at Clayton now," he said, looking at his watch, "and I'm still forty miles away. First we get low steam. That teakettle of ours couldn't roast peanuts. Then a brake sticks on one of the sleeping-cars. And finally I pull lose a drawbar on the smoker while I'm trying to get out of town. All this trouble happened after I'd passed Desmond on time."

"I know," Jim sympathized. "I was in there for you to run around me."

MILTON whistled between his teeth "And you're up behind me already? Well, that goes to show you how much time I dropped. Say, did you notice that block signal just before you hit the bridge coming into town?"

The freight engineer was in a quandary. Not having seen the signal he didn't know what to answer. He could tell the truth, that he had missed it. Milton was known to be tight-lipped, but pride kept Jim from making such an admission.

"You mean the signal about a hundred feet east of the bridge?" Jim hedged.

"Yeh, yeh, that one," said the passenger engineer. "It should have showed green for you when I stopped here. But it didn't"

"Sure, I know," Jim prompted him, holding his breath.

"But you got no indication, neither did I. The damn thing was out. Both the fireman and I were looking and we saw it all right. It was out. The arm was down. It's bad enough that the lamp was dead, but suppose it wasn't working and stayed clear."

Jim Moran twitched uneasily. The other hogger continued to speak.

"I didn't know you were so close behind me. I took a helluva chance when I stopped. You might have missed that block and plowed into me. Anyway, I made a nice mess of it by stopping. When I saw the bug was out, I slapped on the air. I figured on spotting the engine in front of the depot so I wouldn't have far to walk when I went into the telegraph office to report to the dispatcher."

Jim nodded in silence.

"Dispatcher's putting out orders to trains going west," Milton went on, telling them about the bug being out. "I guess you were following so close behind me, that he didn't have a chance to give you a message."

"Yes," Jim agreed. "I saw the block was out, but I couldn't see the position of the arm, so I decided to stop and crawl up to the next signal, stop here, and report it the same as you. But since you've already told the dispatcher—"

"No need of you doing it now," said Milton. "Pal, you got a good eye, and you sure used your head."

The freight engineer edged away. "Guess I'll mosey back to my train. You'll be highballing by the time I get there."

JIM CLIMBED shakily into his cab. Bart, his head brakeman and the boomer fireman looked at him fixedly.

"I hope tonight is a lesson for you fellows," he began, standing in the center of the cab. "It's only by the grace of God that we're all alive and that a score of passengers are sleeping in *The Owl* instead of being killed. A man who ignores a block signal is taking a criminal risk."

"You're right, Moran, and I'm sorry."

"I didn't want to lose the time any more than you guys did," said Jim, "but there's Milton with *The Owl*. He was plenty late, yet he thought enough about the lives of men on trains following him to stop and drop more time while he reported the signal light was out—"

"Out, eh?" Bart Sanford echoed. "No wonder you didn't see it."

Jim turned to the fireman.

"Boomer, don't say anything about tonight. I missed that signal and it's only because I didn't want to run a block—"

"All right, I know. If anyone asks, I'll say you saw the light was out and were gonna stop and report it."

"Same here," Bart chimed in.

Meanwhile, *The Owl* was moving ahead into the fog-plastered night. Jim whistled in his flag, and followed. He ran cautiously and stopped at Round Robin for water. Then on to Clayton, end of the run, with no further incident. At last, at long last, the weary fogbound railroaders had come home. Every man Jack of them was ready to tumble into bed and sleep the clock around. ●

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

IT WAS no surprise to learn from *Railway Age's* review of 1973 that EMD still leads in domestic diesel locomotive production, with 937 units sold to American railroads. General Electric filled orders for 334 of them, while Montreal Locomotive Works (Montreal-Worthington) sold none in the U.S. last year but built 55 units for export buyers and put a dozen others to work in Canada.

The biggest diesel buyer was the "Family Lines System," consisting of Seaboard Coast Line, the Louisville & Nashville, the Clinchfield, the Georgia Railroad, and the West Point Route (A&WP), totaling 171 units.

Southern Railway, with 145, was the largest single road to buy diesels, followed closely by Union Pacific, 140. The Southern was EMD's major buyer (125 units). Family Lines was GE's top sale (100 units). GE also got an Amtrak order for 96 straight electrics, the only new juice locos built in 1973. Coming now to switchers, the only orders from common carriers were for seven 1000-hp types, five of these by Birmingham Southern to replace a loss incurred last summer. However, Plymouth Locomotive Works sold 72 industrial-sized switchers last year.

LATE NEWS. GM's Overseas Operation has just received an order from Iranian State Railways for fifty-three 3000-hp locomotives. The contract ($29.1 million) contains an option for an additional seven units. The locomotives are being built at La Grange, Illinois, scheduled for delivery starting in the third quarter of this year. This order raises to 294 the number of GM locos in service in Iran.

MARK LOYD of Winston-Salem, N.C., says the last run of Southern F-units took place February 7th when No. 4213 wheeled a Knoxville train to Chattanooga. The Southern's new child, Norfolk Southern, has stored all of their Baldwins at Norfolk, whch Southern will replace with GP-9's and GP-38's. Norfolk Southern GP-18's are not yet affected, but I hear rumors that the contract has been let to a Birmingham firm for high-nosing and equipping them with dynamic brakes and dual control stands for long-end first running. Norfolk Southern's two GE 70-tonners, which work out of New Bern on rail too light for much else, are due to be replaced by SW-1's when Southern can free two of them.

ACCORDING TO Jack Bartling, 62 Armour Ave., Trenton, N.J. 08619, the Union Transportation's home town is not Egypt but New Egypt, N.J. This short line connects with PC at Fort Dix. Occasionally its leased 44-tonner, PC 9999, is seen coupled with an Army GE 44-tonner at the interchange.

BRUCE CHAPMAN, of Ottawa, Canada, reports that the leased Pittsburgh & Lake Erie U-28B's numbered 2808-2811 are giving CP Rail trouble on the prairies, also PeEo Precision RS-27 No. 901, on long-term lease. Those Reading RS-3's numbered 15 and 16 leased to CP Rail by United Railway Supply Co. are bright orange.

BEN G. HELSER of 306 Lewis St,. Harrisburg, Pa., is trying to get photos of all Alco DL 640's and RS-32's. The latter run only on two roads: Penn Central (ex-NYC) and Southern Pacific. He also wants a shot of any Canadian National RSC-24. Ben asks: "What type of power does PC now use between Harrisburg and Hagerstown, Md.?" (Incidentally, his birthday matches mine, February second, Groundhog Day.)

GARY WEBSTER of Bel Air, 19-A, Merrimack, N.H. 03054, says he saw Denver, Winnipeg & Pacific RS-11's on the Central Vermont as early as August, 1965. He also sends sad news that Boston & Maine's last F-3A, No. 4228, passed through East Deerfield on November 3rd enroute to scrap at the Naporano Brothers plant. But the last F-3B, No. 4227, is still active. Also, all B&M Alco RS-3's have been sent to Billerica Shops for disposition, as all 12 new GP-38-2's have arrived. B&M's Alco RS-2, No. 1500, believed to be ex-demonstrator 1500, still works on the Fitchburg Division.

PENN CENTRAL'S F-7's are not dead, at least not in the Cleveland area, reports Jim Marcus, 12871 Cedar Ave., Cleveland Heights, Ohio 44118. Jim sent me a half-dozen slides which show some of the 22 different units he saw last January 24th. He says the ex-NYC "covered wagons" (they are called "pullers" in Cleveland) are used

Locomotives to Belgium: One of the six General Electric diesel-electric yard goats ordered by Cockerill, S.A., Liege, Belgium, Europe's largest steel rolling mill, was exported recently. The 164,030-pound unit and two trucks, each weighing 31,300 pounds, were built at Erie, Pa. The engine was carried to Port Elizabeth, N.J., by rail flatcar, and then transferred to the ship.

Reading Railroad C-430 No. 5211, *Catawissa II*, sparkling in the sun and brand new on March 2, 1966, coupled onto sister locos at Rutherford, Pa. No bi-focals needed to read all data necessary in the life of the redhot diesel enthusiast.
Photograph by J.D. Hahn (Steve Timko collection)

in transfer service between Collinwood, East 55th Street, Rockport, and Walton Hills yards. Also on the east-west main to Buffalo, Rochester and Toledo and south to the coal fields around Minerva, Ohio. The most prevalent combination is the classic A-B-B-A lash, but one slide shows an A-A-A-A-A-B-GP-7 conglomeration in Collinwood yard.

Jim adds that the Shay-powered Graham County Railroad (Bear Creek Junction) now has a GE 70-tonner to help with the freight business between Topton and Robbinsville, N.C. It came from Savannah State Docks and is numbered 102.

MISSOURI PACIFIC is renumbering units again, reports Robert R. Harmen, 1510 Crestmoor Dr., Pueblo, Colorado. The EMD SD-40's will be 3300-3328, with the new order of U-30C's to be 3329-3334. There goes another "One-Spot."

JOHN HENDERSON, 8731 18th NW., Seattle, Wash., says Burlington Northern 986 is not the only NW-5 in Great Northern paint. He sent us a photo of 987 (used at Interbay Yard, Seattle), which is still in GN orange. The photo was taken last January 20th. No. 987 has a definite warp or hump in its frame and may be seen either on the hump at Balmer or on local freight to South Seattle.

Other interesting power in Seattle includes plenty of F units and two or more Alcos (RS-11's, C-424's, C-425's) and SW-1 No. 102, which came from the Fort Worth & Denver section of the Burlington. John says that currently three ex-SP&S-BN Alco FA's are still intact in the area—at Joseph Simon & Sons scrap yard in Tacoma. They are FA-1's 4114 and 4118 and FA-2 4126. Either Simon is holding them for possible sale or BN has not fully transferred them to him.

SPEAKING of Alco FA's, David Kornfeld, 2030 Bellmore Ave., North Merrick, N.Y. 11566, says the Long Island has added three new power cars made from old FA's. No. 600 is ex-PC 1302 (previously NYC 1102, an FA-2), No. 617 is PC 1333 (previously New Haven 0428, an FA-1). No. 618 is PC 1330 (originally NH 0401, an FA-1). The FA-2 was numbered 600 to keep the FA-2's and FA-1's separated on the roster. Alco had repowered both the 617 and 618, in 1959, with improved prime movers. Long Island now has 19 FA power cars, representing all phases of FA production except the very first units for the Gulf, Mobile & Ohio, which had a slightly different body style. The LIRR would like to get two more, but only Penn Central FA 1331 and FB 3393 are left at Erie.

Dave says DM&IR now has all ten of Union Pacific's Alco C-630's, numbered 2900-2909, and plans to move unprecedented ore traffic with them. After the summer ore season, who knows? Might find them running on PC or something.

In the New York area on PC, the Metropolitan Transportation Authority has received enough new cars in the 8400-8500 series to replace the New

Photograph by William T. Morgan

Amtrak train 85, the southbound *Champion*, has just pulled away from Lakeland, Fla., station on Dec. 3, '73, and meets SCL S2 No. 42 hustling cars.

Two C-630's: (Top) Southern Pacific 7813 far from home on PC at Sharonville, Ohio, Feb. '70. (Bottom) SCL 2211 was first A/C transmission loco in U.S.
Top photograph by Don Dover; bottom by Jim Wade

Haven EP-5 electrics (PC calls them E-40's). They seemed prone to smoky fires in the Park Avenue tunnels and are now stored at New Haven, Conn. Dave looks for them to be used on Amtrak Empire Service trains in place of the P-2 electrics, but if not, sent to the Altoona scrap line.

ACCORDING to Robert L. Renz, 8443 4th Ave., S., Minneapolis, Minn. 55420, who is master mechanic for the Minnesota Transportation Museum, the engine in Minneapolis, Anoka & Cayuna Range 100 (ex-Dan Patch Line 100) is indeed a diesel, a Waukesha model 6-WAKDU, with a 6.25-inch bore, 6.5 inch stroke, and 1197 cubic-inch displacement weighing 4500 pounds. It is run by a Waukesha model ICK four-cylinder gas engine, which is rope-started, much like a lawnmower or an outboard motor. This system is complex, but assures starting the diesel in cold weather, as the gasoline engine preheats both the diesel's intake manifold and cooling water. Bob says that the lack of good information as to original details of the locomotive are hampering museum's efforts to fully restore it. He asks if anyone can help.

CANADIAN NEWS: Both *CP Rail News* and Bruce Chapman of Ottawa report receipt of the new SD-40-2's, with 5806 showing up at Chesterville on January 28th. There will be 30 of them. The last bunch of six which were received last year, 5669-5674, will be renumbered 5800-5805, as they will have Locotrol equipment for use with robot slave cars. All 30 will have Locotrol. Angus Shops is scheduled to deliver 15 new robot slave cars (made from worn-out diesels, including F-M C-Liners) this spring. The *CP Rail News* says the new units will cost $14 million and be maintained at Calgary.

Bruce has news of other units, too. CP's list for shopwork does not include an F-M (CLC) or Baldwin unit, so it looks bad for them. However, older units such as FA-'s, FB's and RS-3's will continue to be worked on, and shopping normally includes new colors. Old colors will remain on the five F-M C-Liners, the three Trainmasters, FP-7's 4034 and 4037, FA-2 4085, and FB-2 4469. The H-16-44 No. 8602 was rewired and put back in service in January. Its sister, No. 8714, is working on the Speno rail-grinding train. Baldwin 7071, which was damaged in a sideswipe, is being cut up in Calgary. Two more leased units were received: United Railway Supply (URS) 15 and 16. The 15 is ex-Reading Alco RS-3 488.

Bruce has heard rumors that Penn Central's lines in Canada are to be split up as the Northeastern Railway Pact takes over PC, with all trackage east of St. Thomas, Ont., going to CP and those west becoming part of the C&O. Napierville Junction's two RS-2's, 4050 and 4051, are at Montreal Locomotive Works. So is British Columbia Ry. 640, which is in for truck modification. The Ontario Northland has received three new SD-40-2's from GMD; they are painted two shades of blue instead of the old ONT green.

Finally, Bruce points with glee to a caption under a photo in the *CP Rail News* which shows a kid looking at an HO-gage "model of CP mainline with a strangely-striped locomotive." You guessed it. The loco is an F-7 painted for Canadian National.

CANADIAN NATIONAL makes news by donating EMD F-3A 9000 and baggage car 8029 to the Alberta Pioneer Railway Association of Edmonton, Alta. That F-3A was the first commercial "A" unit in Canada. The baggage car started life 100 years ago on the Intercolonial Railway. Both are done in original colors: 9000 is green and yellow, while the car is royal blue with gold lettering. CNR donated both pieces of equipment to APRA in 1971. The group has finally restored both, after many hours of painstaking work.

CN has opened a new $300,000 load-testing facility at its Transcona Shops in Winnipeg. According to the system's *Keeping Track,* the new unit can take two locomotives at once and can monitor performance at top power for up to 144 hours. Thus simulated train-pulling conditions can be monitored after a unit has been outshopped, without the problems of "breaking her in" on the road. Two sets of giant, high-capacity silencers are mounted over the bays. When these are lowered over the units tested, noise is abated to a minimum.

A shop building adjacent to the test center is equipped to handle repairs without sending locos back through the major shops. CN says this facility is the only one of its kind on the continent. (However, I have visited a similar but much smaller test facility on the Erie Lackawanna at Marion, Ohio.) They had a new U-33 connected to it, and when that engine was run wide open the noise was enough to drive you up the wall. Hence CN's silencers, I suspect.

CANADA'S Parliament is divided on the subject of authorizing the shipment of 25 diesel locomotives to Cuba. This deal would violate the United States "Trading With the Enemy Act." The locomotive builder involved is MLW-Worthington, Lt., of Montreal, a subsidiary of Studebaker-Worthington, Inc. of Harrison, N.J. Although the American company holds 52 percent of the Montreal company's stock, nine of the 11 directors, including the chairman, are Canadian. On March 8th the Canadian directors voted unanimously to go ahead with the Cuban deal despite the U.S. law.

The only American director present, Matthew F. O'Connell, voted against the sale. The other American director, Richard Signorelli, was absent because of illness. Washington has waived the law in 11 previous instances, mostly for Canada's benefit, and the Canadian Government has requested a similar waiver for the locomotive sale.

The issue brought long-simmering resentment of U.S. legal restrictions on business operations by Canadians to a high pitch in Parliament. According to one radio commentator, the Cuba incident threatened to injure Canadian export, income, jobs and national pride; and a senior official said: "I am surprised at the amount of hate this issue has generated."

Locos of the Month

MY PET locomotives this month are Alco's big C-430 and C-630's, beginning with the C-630, a big C-C 3000-hp job that pioneered A.C. transmission in America. Alco's Century Line had hit the market in 1963 with the C-420 as competition for EMD's GP-30 and GE's U-25B. Built around the 251 engine which Alco produced at Auburn, N.Y., the "C" line was distinctive and powerful. Even so, it somehow took a back seat to EMD and GE to such an extent that Alco left the market in 1969, making its C-630's and C-430's relatively young orphans.

The initial C-630 was Atlantic Coast Line 2011, the first A.C. transmission sold by an American builder. Built in July, 1965, she had two sisters, 2012 and 2013. These three are now SCL 2211-2213. These engines are long, bulky beasts with the rounded Alco cab and flat nose. The smooth hood sides are broken by a large after-cooler assembly rising above the roof line just back of the cab, above the centralized air intake area. A low set of radiator grills is found at the extreme end of the long hood. Above this is a boxy structure covering the radiator area.

Schenectady units rode on tri-mount trucks, except for N&W 1135-39, which are on trade-in Fairbanks-Morse trainmaster trucks and Chesapeake & Ohio 2100-2103, which got Alco's new Hi-Adhesion trucks. Also, all but Norfolk & Western's C-630's are chopped-nose units. N&W's high-noses have the familiar Alco notches in the short hood. The units get 3000 hp from a 16-cylinder turbocharged 251E prime mover.

Alco built the following C-630's: C&O 2100-2103, L&N 1425-1432, N&W 1130-1139, Pennsylvania Railroad 6315-6329 (now PC, same numbers), Reading 5300-5311, ACL 2011-2013 (now SCL 2211-2213), SP 7800-7814, and Union Pacific 2900-2909. In 1967 Montreal Locomotive Works took over the production of Alco's designs with slight changes. In the case of the C-630, these changes were modification of the after-cooler assembly (smaller) and new MLW trucks. Units built by MLW were: Pacific Great Eastern (now British Columbia Ry.) 701-704, CN 2000-2043, and CP Rail 4500-4507. Total C-630 production, 133.

Montreal is still building the C-630, but is now calling it M-630. Minor engineering changes saw the after-cooler assembly changed again and faired into the hood, also the radiator shortened and the boxy bulge faired in. Units built to this configuration (called either M-630 or C-630M) include: CP 4508-4516, equipped with new trucks and known as Pacesetter Repeaters (for slave unit operation); CP 4550-4557, also with new trucks, known as Pacesetter Masters; and CP 4570-4581, equipped as Locotrol Masters and having MLW trucks. Pacific Great Eastern 705-709 are the last M-630's built.

Known roster changes include at least one N&W C-630 on Chicago & North Western and all ten Union Pacific

Six of ten Penn Central C-420 Alco "centuries" were on ore train run into Mingo Jct., Ohio, last Jan. 3rd.
Jay Potter, Almy Court, Apt. 2, Newport, R.I. 02840

C-630's sent to the Duluth, Missabe & Iron Range for daily use in ore service. Louisville & Nashville's C-630's also are in daily use, some in the Cincinnati area on unit coal trains; and Penn Central's C-630's likewise are hauling ore and coal, some of them based at Mingo Junction, Ohio.

The C-430 is an identical unit except that it rides on B-B trucks. You can recognize it among the otherwise similar C-425 units by its big aftercooler assembly. C-430's have the alternator-rectifier transmissions that are also found on C-630's. The unit is rated at 3000 hp, uses a 16-cylinder 251E turbocharged prime mover, and is shorter than the C-630 but only due to trucks. A total of 16 of them were built, all between July '66 and Feb. '68. All are low-nosed, with the familiar round cab and flat front. All ride on the new Hi-Adhesion Alco truck, except for Reading 5211-5212, which have old-style AAR type B road trucks.

Roster includes: Green Bay & Western 315, PC 2050-2059 (ex-New York Central same numbers), Reading 5211-5212, and Seaboard Coast Line 1275-1277, which are ex-demos 430-1-2-3. Penn Central owns the greatest number, all based at Mingo Junction. The GB&W is an all-Alco road. NYC's ten were the final C-430's and the last locos NYC bought before the merger.

Locomotive Inspectors

THE BATTLE ROYAL between the Brotherhood of Locomotive Engineers and John W. Ingram, U.S. Railroad Administrator, continues with the publication of another article in the BLE journal, *Locomotive Engineer*:

If there were no locomotive inspectors, would the carriers make sure their engine service employes were provided with safe and efficient units? It's very unlikely. VERY unlikely.

For the benefit of those who might not know why the BLE is carrying on its crusade to improve the manner in which the Federal Railroad Administration's Office of Safety handles locomotive inspection, the following example is provided by information taken from a memorandum submitted to his regional director by one of the 43 locomotive inspectors:

The inspector, accompanied by two regional supervisors, undertook an examination of a GP-7 type freight locomotive and found the following defects:

Fuel oil was leaking down the right front side of the fuel reservoir, creating a fire hazard. The leak was obvious and should have been repaired before the unit was dispatched to the ready track. It had not been.

The main air reservoir safety valve was inoperative when air pressure accumulated in excess of the maximum permitted. Failure to release excessive air pressure could cause the reservoir to explode and discharge metal fragments in all directions, like shrapnel from a hand grenade.

The diesel engine emergency shut down control device on the throttle was inoperative. In the event of an emergency, the engineer could not have shut down the diesel engine from the control on the throttle.

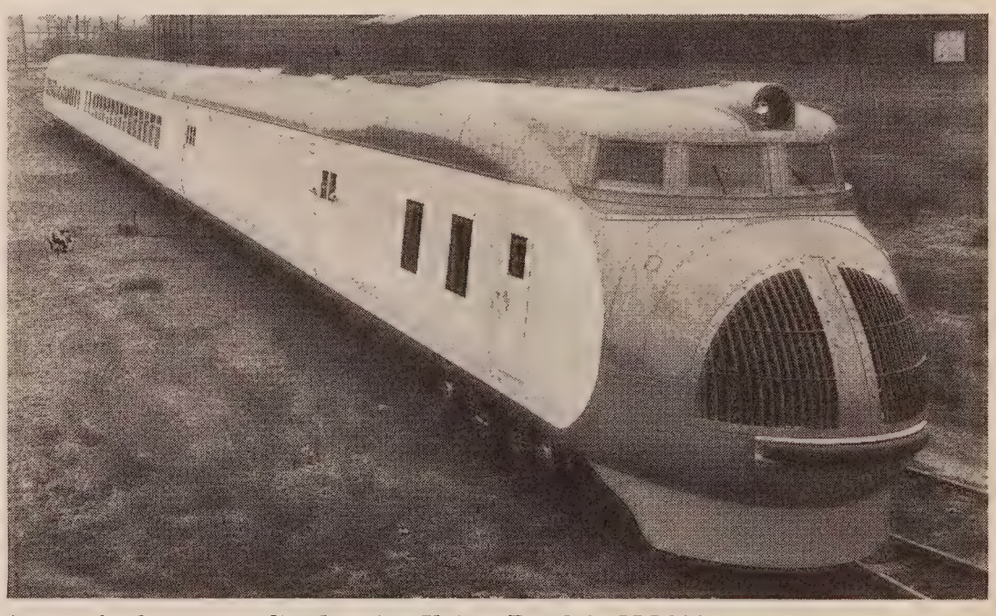
The brake pipe vent valve and dirt collectors had not been tested and cleaned, which was obvious by the accumulation of dirt on the securing studs. The dirt would not have been present had this requirement been met.

The inspector ordered the unit out of service, and the carrier did not refuse to admit that the locomotive was in an unsafe condition. This despite the fact that it had been brought out for use and the engineer assigned to run it would have been compelled to do so under the threat of suspension had he refused.

In the memorandum to his superior the inspector noted that the carrier in question had the highest locomotive defect percentage and the second highest locomotive accident ratio in the region at the time of this incident.

And so anyone concerned for the safety and the welfare of engine service workers cannot help but ask: "What if there were no locomotive inspectors?"

Canadian National GP38-2 No. 5560 poses on General Motors DD test track at London, Ont., June 21, '73. Loco was first to receive cowl nose on GM order.
G.A. Howlett, 24 Kenwood Cres., London, Ont. N5Y 3W7, Canada



America's first streamlined train, Union Pacific's M-10000, or better known as *City of Salina*, made its first run forty years ago. The train survived until 1942, when it was scrapped to provide much needed aluminum for the war effort.
Union Pacific photograph

THE GRAND TRUNK (of New England) should not be confused with the Grand Trunk Western, as someone did in our March issue. Photo on page 51 of the same issue said that Burlington Northern 6461 "nosed into" the turntable pit. Actually, only its rear end overhung the turntable. You might call these errors trifling; but as Michelangelo said, "Trifles make perfection, and perfection is no trifle." This department is interested in all phases of diesel locomotive building, sales, maintenance, operation and scrapping. Send news to me at 821 Clearfield Lane, Cincinnati, Ohio 45240. I will use as much of it as space permits. ●

MISSISSIPPI SHORT LINES

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Bonhomie & Hattiesburg Southern Railroad								
1-2	600	GM-EMC	SW1	B-B	48,800	195,300	1939	1
Columbus & Greenville Railway								
41-42	566	Whitcomb	70 DE-26	B-B	44,000	148,000	1944	2
501	600	GM-EMD	SW1	B-B	49,950	199,500	1940	19
505-506, 508	600	GM-EMD	SW1	B-B	49,950	197,300	1947	19
601-605	1500	BW	DRS 6-4-1500	A1A-A1A	55,800	280,000	1946	
606	1600	BLHW	AS-416	A1A-A1A	57,000	286,200	1951	
701-702	1800	GM-EMD	SD28	C-C	89,000	297,100	1965	
Corinth & Counce Railroad								
901	900	GM-EMD	SW900	B-B	57,500	230,000	1960	
902	900	GM-EMD	SW900	B-B	57,500	230,000	1961	
Fernwood, Columbia & Gulf Railroad								
D-1 and D-2	380	GE	44-ton	B-B	22,000	88,000	1945	3
D-3	380	GE	44-ton	B-B	22,000	88,000	1945	4
D-4	380	GE	44-ton	B-B	22,800	88,000	?	5
D-5 and D-6	380	GE	44-ton	B-B	26,400	88,000	1941	6
600	600	GM-EMD	SW1	B-B	48,320	193,270	1941	7
900	900	GM-EMD	SW900	B-B	57,010	231,170	1957	20
Meridian & Bigbee Railroad								
1	1500	GM-EMD	GP7	B-B	52,400	248,000	1952	
102	1750	GM-EMD	GP9	B-B	52,400	248,000	1957	
103	1500	GM-EMD	GP7	B-B	52,400	248,000	1951	8
104	1750	GM-EMD	GP9	B-B	52,400	248,000	1957	21
Mississippi & Skuna Valley Railroad								
3	600	GE	70-ton	B-B	41,300	140,000	1951	
Mississippi Export Railroad								
44	380	GE	44-ton	B-B	22,000	88,000	1940	10
45	380	GE	44-ton	B-B	22,000	88,000	1941	11
46	600	GE	70-ton	B-B	35,000	140,000	1946	12
47	380	GE	44-ton	B-B	22,000	88,000	1941	6
48	600	GE	70-ton	B-B	35,000	140,000	1951	13
49	600	GE	70-ton	B-B	35,000	140,000	1950	22
50	600	GE	70-ton	B-B	35,000	140,000	1953	
60	1750	GM-EMD	GP9	B-B	?	?	1957	15
61	1000	GM-EMD	NW5	B-B	?	?	1947	14
62	1000	GM-EMD	NW2	B-B	62,000	248,000	1948	16
63	2000	Alco Pr.	DL-721A	B-B	?	?	1965	
64	1500	GM-EMD	SW1500	B-B	?	?	1973	
Mississippian Railway								
314	660	Alco-GE	S1	B-B	59,700	199,000	1947	17
321	660	Alco-GE	S1	B-B	59,700	199,000	1950	17
Pearl River Valley Railroad								
101	470	GE	65-ton	B-B	32,500	130,000	1949	
300	300	GE	45-ton	B-B	22,500	90,000	1945	18
Port Bienville Railroad								
Owns one unit, the specifications of which are unknown to us.								

Mississippian S1 No. 314, built by Alco-GE in '47, was originally Erie 314.

Roster is based on data from PRV's president; Mississippian's supt.; M&B's master mechanic; ICG's gen. supt. motive power; C&C's president; and M&SV's gen. manager; and is accurate as of the third quarter, 1973. For the purpose of our rosters, a short line is defined as a common carrier listed in the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

Locomotive builders: GM-EMD, General Motors-Electro Motive div.; GM-EMC, General Motors-Electro Motive Corp.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; GE, General Electric Co.; Alco Pr., Alco Products; Alco-GE, American Locomotive Co.-General Electric Co.

(1) B&HS 1-2 originally Wabash 103, 102; then B&HS 1-2; then the railroad was merged with Illinois Central Gulf, but units were not renumbered.

(2) C&G 41 was originally U.S. Army 8440, then Butler Brothers Co. ? (10/46), then C&G 41 (3/48). C&G 42 was originally USA 8459, then C&G 42 (3/48).

(3) FC&G D1-D2 were sold to the Fort Dodge, Des Moines & Southern, renumbered 504-505 (10/57); then to Raymond International (1962); then to European Construction Spares (11/64).

(4) FC&G D-3 was sold to the Arcata & Mad River, renumbered 104.

(5) FC&G D-4 was sold to South Carolina State Ports Authority, renumbered 104, then sold to Pittsburgh Metallurgical Co., renumbered 2 (3/1/67), then inherited by Airco Alloys and Carbide Division of Air Reduction Co., Inc., which renumbered it 2.

(6) FC&G D-5 was originally New York, Ontario & Western 103; then FC&G D-5, then FDDM&S 503, then Andrew Merilles Ltd. 503. FC&G D-6 was originally NYO&W 102, then ME 47, then FC&G D-6, then FDDM&S 502, then scrapped.

(7) FC&G 600 was originally Elgin, Joliet & Eastern 240, then FC&G 600, then inherited by ICG, not renumbered.

(8) M&B 103 was originally Illinois Central 8951, then M&B 103. (9) Omitted.

(10) ME 44 was sold to Crowell Long Leaf Lumber Co., then to Red River & Gulf, renumbered 44.

(11) Disposition of this unit unknown to us.

(12) ME 46 was sold to the Mojave Northern, renumbered 4 (2/58); then sold to Southwest Portland Cement, renumbered 407; then sold to Chrome Crankshaft, then to Ventura County, renumbered 4.

(13) ME 48 was sold to the St. Johnsbury & Lamoille County, renumbered 53 (7/58); then sold to Hydro-Electric Power Co. of Ontario, renumbered 53 (7/60); then sold to East Erie Commercial Railroad, renumbered 20 (2/67).

(14) ME 50 was sold to the SJ&LC and renumbered 54 (7/58).

(15) ME 61 was originally Union Belt of Detroit 2, then ME 61.

(16) ME 62 was originally Detroit, Toledo & Ironton 914, then George R. Silcott 914, then ME 62 (1961), then Whisler Equipment 62, then George R. Silcott 62, then Marinette, Tomahawk & Western 62. ME upgraded it to 1200 hp.

(17) Mississippian 314, 321 were originally Erie 314, 321; then Erie Lackawanna 314, 321; then George R. Silcott 314, 321; then Mississippian 314, 321 (3/67).

(18) PRV 300 was sold to Peter Kiewit Sons' Co., then to Becker Sand & Gravel, renumbered 20 (1/26/59).

(19) C&G 501, 505-506, 508 were originally Terminal Railroad Assn. of St. Louis 501, 505-506, 508; then Hyman-Michaels 501, 505-506, 508; then C&G 501, 505-506, 508; then C&G was merged with ICG, but units were not renumbered.

(20) ICG took over FC&G 900 in a merger, but did not renumber it.

(21) M&B 104 was originally New York Central 6067, then NYC 7467, then Penn Central 7467, then Precision National 7467, then M&B 104 (8/67).

(22) ME 49 was originally Helena & Northwestern 70, then ME 49 (12/51). No longer on the roster. ●

January Rosters Revised

A typesetter's error occurred in our Ferrocarriles Unidos del Sureste roster (Jan. '74) issue. Second paragraph of notes should read: These units are now on the roster: 42, 81-84, 103-111, 315-319, 402-403, 510-516, 601-604.

George R. Silcott sends us additional info. for our Maryland Short Lines roster (Jan. '74). Note 2 should read: Canton 23 was sold to Birmingham Rail & Locomotive and George R. Silcott (7/8/64). Canton 22 was sold to George R. Silcott, then to Republic Steel. Note 21 should read: P&BR 353 was originally Union 55, then George R. Silcott 505, then P&BR 353. Note 23 should read: P&BR 356 was originally USA 7464, then George R. Silcott 7464, then P&BR 356. Note 31 should read: Canton 42 was sold to George R. Silcott, then to Wheeling Steel, renumbered 1155 (2/18/72). Not 41 should read: P&BR 118-119 were originally Texas & Pacific 1005-1006; then George R. Silcott 1005-1006; then P&BR 118-119.—Sy Reich. ●

The Morse men were still on the job in this March 17, 1973, photo of Soo train 72 at Remer, Minn. Telegraphers still cleared the board in the old two-story frame depot, and the OS went out to the dispatcher in time-honored Morse code.
George A. Forero, Jr., 474 W. Scott St., Fond Du Lac, Wis. 54935

BOOKS of the RAILS

by GORTON T. H. WILBUR

CALIFORNIA'S RAILROAD ERA, 1850-1911, by Ward McAfee, 256 pages, 5½x8½", hard cover, photos, maps; Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $8.95.

Ward McAfee tells in interesting text and good pix a story of railroads during their golden era. It's all there, including Central Pacific's drive to the East, Espee's battle to prevent Texas & Pacific from reaching a California terminal, Collis P. Huntington and his flap with the Atlantic & Pacific and the Santa Fe, and the colorful railroad-run politicians who virtually made their own laws and kept late 19th century Californians in a state of uncertainty. You don't have to live on the Pacific Coast to enjoy the book.

RAILS TO CARRY COPPER, by Gordon Chappell, 243 pages 8½x11¼", hard cover, maps, photos, rosters, scale drawings; Pruett Publishing Co., P.O. Box 1560, Boulder, Col. 80302, $11.95.

This is a "find" for shortline enthusiasts. The Magma Arizona has a colorful history, beginning as a 28-mile narrow-gage ore carrier in 1914 and converted to standard gage in 1922-'23. It was among the last commercially-operated steam lines in the U.S. when it finally went diesel between 1968 and 1970. The Magma facilities were used for such movies as "How the West Was Won," "Cheyenne Autumn," and the TV series "Twenty-six Men." Sundry views of Consolidations, Moguls, and Mikes hauling freight with wooden waycars make stirring pix. Diesel fans also have something going for them, with shots of a S-8(M), S-8, and DRS-6-6-15.

FORGOTTEN RAILWAYS: THE EAST MIDLANDS, by P. Howard Anderson, 224 pages, 5½x8½", hard cover, photos, maps, drawings; David & Charles, North Pomfret, Vt. 05053, $11.50.

While it avoids historical detail, this book in a new series does capture the atmosphere, character, and heyday of now-extinct English railways in the northeastern area between Buxton, Retford, Rugby, and Peterborough. The story of these barely remembered lines is supplemented by a gazetteer giving the chronological sequence for each and it records the most interesting buildings and relics still to be seen, including those in museums.

THE GOLDEN SPIKE, edited by David E. Miller, 161 pages, 7x11¼", hard cover, photos, text; University of Uath Press, Salt Lake City, Utah 84112, $8.

This scholarly work by Professor Miller is strictly for the serious historically-minded railfan. While none of the pix are startlingly new, the text in chapter form comes from papers authored by modern historians and rail officials, and their interpretation of events leading up to and the actual wedding of the rails on that long-ago day in May, 1869. These documents were presented at the Golden Gate Symposium in Salt Lake City during the centennial anniversary week, May 5-10, 1969, and dutifully reported in this Corinthian, Pennsy-red, hard-cover volume.

HIGHLIGHTS OF STEAM, by Greg Triplett, 95 pages, 8¼x11¼", hard cover, photos, text; Association of Railway Enthusiasts, Box 4810, Mail Exchange, Melbourne, Victoria, Australia 3001.

Greg and the Australian railfan club have captured with camera and text the disappearing steam train in their

own country and New Zealand. They have added a bonus dimension with the treatment of Mallets in Indonesia, Shays in Taiwan, and Hudsons in scenic Japan. The photos for the most part are exciting. We don't know the price of this fine book.

Periodicals and Journals

***The Bulletin*, Vol. 38, No. 5, National Railway Historical Society, edited by Wm. C. Wagner, P.O. Box 2051, Philadelphia, Pa. 19103; soft cover, 63 pages, 6x9", photos, maps, rosters, chapter activities; price to members $4.50, associates $5.50. Flavorful treatment of the old and new Cincinnati Union Terminal. Ara Mesrobian's "Rent-a-Train Holiday" is a pleasant trip on a Central American rail safari. John Hilton continues the museum series with a nice piece on the National Capital Trolley Museum. Shortline fans aren't forgotten by Jeffrey Damerst in his chronicle of the Lake Erie, Franklin & Clarion.**

New Transit Publications

The Tracks of New York: No. I—The Metropolitan Street Railway in 1907, by Alan Paul Kahn, is a 16-page illustrated booklet showing complete track maps of all Manhattan trolley lines at that time, the last year the MSR system was intact. In 1908 it was broken into the New York Railways and the Third Avenue Railroad, both famous names in their day. Also included is an unabridged list of the company's streetcar routes, including terminals. This 11x8½-inch reference work can be had for $2.50 (members, $2) from the Electric Railroaders Assn., 145 Greenwich St., New York, N.Y. 10006.

A 12-page illustrated story, *The Milwaukee Electrification*, by Rodney A. Clark of the Milwaukee Road's Public Relations staff, containing some fine views of the line, appears in the 1973 issue of *Railhead*, a publication of the Blackhawk Chapter of NRHS, Box 455 Aurora, Ill. 60507. This 26-page bulletin, which also contains steam items, costs $1 a copy.

Action movies in 8mm color of traction subjects are now being sold by Nostalgia Publications, Box 184, Chatsworth, Calif. 91311. They include *Trolley Cars of U.S.A.* (1940-'60), 350 feet, $39.98; *Bay Area Rapid Transit*, 220 feet, $29.98; and *Electric Transportation in Our Cities*, 350 feet of film shot across the U.S. in 1973, $39.98.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochell, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service*, 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
THE SEARCH FOR STEAM, by Collias	$15.00	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$ 8.95	($ 8.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$10.00	($ 9.50)
HISTORIC SOUTHERN PACIFIC CARS	$ 4.95	($ 4.70)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY OF VAUCLAIN)	$ 8.95	($ 8.50)
HORSESHOE CURVE AND ALTOONA, by Albrecht	$ 4.50	($ 4.25)
MORRISTOWN & ERIE, by T. T. Tabet III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol. II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
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STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
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STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
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AMTRAK CAR SPOTTER (new edition)	$ 4.95	($ 4.70)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$4 .95	($ 4.70)
SANTA FE'S BIG THREE	$17.95	($17.00)
AMTRAK CAR SPOTTER, ed. by Bob Wayner	$ 4.95	($ 4.70)

THE SWITCH LIST

All ads in this section cost 10¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

BUYING railroad collections and single items. I have been buying railroad, traction, and steamboat material for over 25 years and will gladly furnish bank and personal references. Arrangements can be made to pick up larger collections anywhere in the country. Single items and small accumulations are purchased through the mail. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax sealers, calendars, signs, rule books, and other miscellaneous items.

My long-standing reputation as the leading buyer of railroad material assures you of fairness and reliability.—Fred Arone, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522.

RAILROAD, TROLLEY, ferries, autos, etc., since 1953, good slides or photos for sale. Send 48¢ in stamps for list—specify wants—to 35-Slides, Box 6098, Colorado Springs, Colo. 80934.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620, 116-616, big oblong negs. Details free.

RAILROAD STOCK certificates! Catalog plus beautifully illustrated certificate $2. Always eager to buy all stock certificates and bonds!—Ken Prag, Box 607-R, Hermosa Beach, Calif. 90254.

COLOR ENLARGEMENTS from your slide or negative 8x10 size $3.98. Additional prints from same negative $1 each. Add $1. for handling and postage.—Lamplighter Color Labs, 433 Castleton Ave., Staten Island, N.Y. 10301.

ALDEN MILLER, 3212 34th Ave. South, Minneapolis, Minn. 55406, wants C&NW, CStPM&O, M&StL, UP timetables, passes, folders, postcard views, history, train booklets.

UNION PACIFIC blueprints. Full-size copies of original drawings: Union Pacific 4-8-8-4 "Big Boy" (world's largest steam locomotive), Union Pacific 4-8-4 "Northern," FEF-3 (#8444, UP's famed fantrip loco), Union Pacific 4-6-6-4 "Challenger," and UP 4-12-2 "Union Pacific" type. Each engines side elevation drawing $9.50. Each tender side elevation drawing $7. Complete list of over 130 detailed blueprints available on these engines sent free with order Most are 1½" scale or larger. List only $1. (Calif. Residents add 5% sales tax.)—Truson V. Buegel, Box 628, Dept. R, Burbank, Calif. 91502.

STOCK CERTIFICATES: large selection of 19th and 20th centuries, most with engraved railroad scenes, all in mint condition. Descriptions upon request.—Kenneth W. Rendell, Inc. 154-AA Wells Ave., Newton, Mass. 02159.

SELLING my personal collection of over 700 negatives of steam locos and other equipments from many railroads, including NYC, Northern Pacific, Rutland, Wheeling & Lake Erie. Also many short lines and logging roads. Large SSE for list.—John Martin, 1923 West 11 St., Bklyn., N.Y. 11223.

DIESEL and steam color slides; large assortment; sample and catalog 35¢.—Midwest Photo, Box 13801, St. Louis, Mo. 63147.

ORIGINAL Illinois Central R.R. steam negatives (616) for sale.—Gerald Carson, 11945 Gay Glen, Bridgeton, Mo. 63043.

WANTED: railroad tickets; will buy single tickets or collections: Must be in good condition; no ticket stubs.—John Martin, 1923 W. 11th St., Brooklyn, N.Y. 11223.

STEPHEN D. MAGUIRE, P.O. Box 51, Belmar, N.J. 07719, sells prints from his own collection of about 20,000 trolley and interurban negs. No list; state your wants. Enclose SSE.

FOR SALE: railroad emblem watch fobs in colored porcelain, only $2.50 each over 90 different. Stamp for free list. Also have bolo ties and belt buckles.—Hoovers, 1208 Fruit, Peru, Illionis 61354.

FOR SALE: Two thousand size 616 steam prints, various roads, mounted on paper at reasonable price. Write first.—D. Eldridge, 136 Grant St., Herndon, Va. 22070.

COMPLETE Santa Fe b&w photo catalog containing over 1,600 steam, 340 diesels and motor cars; shows right/left, where and when photographed modifications, disposal dates. Catalog and sample print $1.—Stan Kistler, Box 4068-R, Pasadena, Calif. 91106.

I WANT anything on the Duluth, Winnipeg & Pacific or its predecessors like the Duluth Rainy Lake Winnipeg. Working on book. Also interested in KO&G, MV, CCA&A. Also pre-merger only CB&Q, C&S, FW&D, WV. Will buy or trade Burlington Lines steam and diesels negs., pub. and emp tts., passes. List completely what you have, and if you desire trade send SSE.—Jim Seacrest, 2101 Birchwood, North Platte, Neb. 69101.

WANTED: 1911 Signal Dictionary, Eastern Steam Pictorial, Jersey Central Album, Southern Steam Power by Lowe and Rank, anything on old N.Y. Elevated lines, old books on railway bridges, old RR. Gazettes, and old Engineering News.—Jim Adams, 131 Ritson Rd., S., Oshawa, Ont., Canada L1H 5H4.

WANTED: Locomotive whistles. I also buy locomotive builder and number plaques for top dollar.—D.M. Brown, 930 Garfield Ave., Ardsley, Pa. 19038.

SPECIAL SALE: While the supply lasts; 12" LP steam recording and many action photos, "Berkshire In the Alleghenies," $3.35 each, postpaid. We are making room for our new albums.—Pilot to Tender Record Company, Garner, Iowa 50438.

FOR SALE: Railroad cloth emblems, railroad hats, railroad shop coats. Emblems, 3 for $1.25 with stock list.—Rich, 137R, Old Long Ridge Rd., Stamford, Conn. 06903.

SPORTING COLLECTOR constantly purchasing baseball and football, tomes, guides, world series programs, tickets, gum cards, and unusual mementos. Contact John Sullivan, 3748 N. Damen, Chicago 60618.

FOR SALE: plastic lens for switch targets, 5⅜" and 4½", smooth face, looks like the old glass type, $1 each, all colors, minimum order $5 plus 70¢ postage.—George Ballard, Box 41, Princeton, Ind. 47670.

NEGATIVES and railway sound records for sale, both steam and juice; lists for 50¢ (refundable). Please specify interest.—Frank Bednar, P.O. Box 695, Stamford, Conn. 06901.

INSTANT CALCULATIONS of rail speed via printed "Speed-o-Graph," 25¢.—Dan Yaeger, 1312 Beverly, St. Louis, Mo. 63122.

BALDWIN DIESEL operating instructions for switching locomotives, $3.50. Railroads on Parade, 1940 World's Fair, $1.50. 8 train wreck post cards. CN&StP, Cone Iowa, 1912, $1.—D.R. Doerres, Box 676, Wilton, Iowa 52778.

FOR SALE: lanterns, keys, silverware, locks, globes, lens, cap badges, glassware. Send 50¢ for lists, new one every month.—George Ballard, Box 41, Princeton, Ind. 47670.

TRACTION MOVIES in regular 8mm, 48 black-and-white subjects covering 67 companies from coast to coast, and eight color subjects covering 12 companies. SSE for list. All films money back guarantee.—Kaw Films, Box 155, Hays, Kansas 67601.

BUYING, selling all kinds of railroadiana: timetables, Guides, brochures, all rail magazines. Send 10¢ stamp for listing of items for sale.—Dave Nestle, R.D. #2, Greenwich, N.Y. 12834.

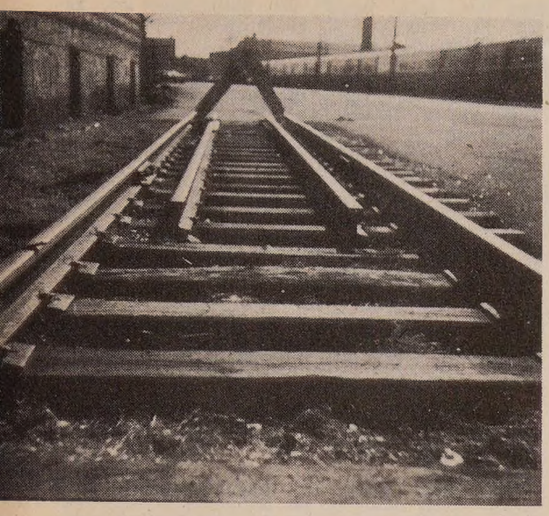
LOCOMOTIVE SLIDES: Roster or action. FA's, PA's, C—Liners, M420's—We've got them all! Send $1 for Catalog #3 and two samples. You will automatically receive all supplements to our rapidly growing catalog.—The Rail Image, Dept. L4, P.O. Box 289, Denville, N.J. 07834.

SPECIAL SALE, while the supply lasts: 7" LP steam recording with color jacket photos, "Pacing UP 8444 over Sherman Hill," $1.35 each, postpaid. We are making room for our new recordings.—Pilot To Tender Record Co., Garner, Iowa 50438.

WANTED: Litchfield Madison photos, builders' prints, rosters, maps, historical, technical, or

J.K. Herreshoff, 706 Stuart St., Fort Collins, Colo. 80521

Union Pacific 8444, wheeling a fan excursion on Oct. 17, 1965, waits at Dale, Wyo., for passengers to board the train again after a photo run-by.



At the left of the old house track, which is no longer used, stands the Far Rockaway freight depot of the Long Island R.R., as it looks now.
Miss Robin Altman, 15-28 Point Breeze Pl., Far Rockaway, N.Y. 11691

any other data, etc.—Dan Cheragott, 3960A Brittany Circle, Bridgeton, Mo. 63044.

BALDWIN DIESEL Operating Instructions Switching Locomotives, $3.50; Railroad on Parade, 1940 World's Fair, $1.50; 8 train-wreck postcards, CN & STP, Cone, Iowa, 1912, $1.—D.R. Doerres, Box 676, Wilton, Iowa 52778.

WANTED: back issues of Railroad Magazine, Transfer Table, and Traction & Models; must be unclipped and in good condition.—Bruce Moffat, 6727 N. Loran, Chicago, Ill. 60646.

STOP GETTING STUNG! "Railroad Relics" Reference Guides are used by pickers, dealers, and collectors. They know what to look out for. Why shouldn't you? Send SSE and 25¢ for samples, or SSE for next "Railroad Relics" Auction list.—11210 Lavender, Fountain Valley, Calif. 92708.

PUBLIC TIMETABLE bargains: $11 worth, only $5, or $23 worth, $10. Nice variety thru 1960s. Clear plastic covers for public timetables, only 6¢ each.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

THIRD RAIL Albany Hudson RR, $4.95, $7.95. Fonda, Johnstown & Gloversville RR., 104 years old, $4.95. International Rys.—Buffalo, Lockport & Niagara Falls; 530 pages $9.95, $12.95. Buffalo, Lockport & Rochester, 84 pages, $2.50. Elmira, Corning & Waverly Traction, car 107 now at Rochester, $6.95 hard cover. All books 8½x 11".—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

SOUTHERN STATE STEAM: Central of Georgia, the Georgia G&F, FEC, Southern SAL. Send 50¢ for list GA-33.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

COLOR SLIDES: 35mm duplicates, recent steam and diesel subjects. SSE for description, price.—John Weber, 7556 Rome-Oriskany Rd., Rome, N.Y. 13440.

WANTED for locomotive restoration: oil headlight, lubricator, gauges, injectors, oil gauge, and cab lights, bell, and misc. hardware. Send description and price to Box 142, San Gabriel, Calif. 91776.

DIESEL SLIDES: 1974 catalog and sample for 75¢. Wide variety of locos from across the U.S., many BN, UP, ATSF, SP, plus short lines and industrials.—Porreca, Box 22, Boulder, Colo. 80302.

DIXIE LAND steam negatives: ACL, ABC, ATN, AWP. Send 50¢ for list. Dixie Trunk—35.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

SP STEAM and some diesel negatives: 13-page mimeographed listings which include SPdeMex, T&NO lines, all steam series as well as stations, yards, roundhouses, RofW, passenger cars, etc. Send $3 for complete set of listings—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

QUALITY professional U.S.A., Mexican, and Canadian transportation negatives, photos, etc. Military/civilian coverage, railroading, trolleys, buses, aircraft, ships, submarines, everything! New catalog monthly. Time payments. Year's subscription and sample negative, $8.75; without sample negative, $3.75.—Sonic Color, 113 Munroe, Lynn, Mass. 01901.

FOR SALE or trade: Milwaukee and Wabash railroad date nails. Trade for other railroads. Write for list of the nails I have.—Vern Stottlemyre, Route 4, Unionville, Mo. 63565.

STEAM NEGATIVES: CBQ, FW&D, C&S (standard-gauge only): Send 50¢ for list CBQ-502.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

FOR SALE, the following books: "Westward to Promontory," $4; "Yonder Comes the Train," $5; "Train Wrecks," $3; "Penn RR," $2; "The Northern Pacific," $3; "Focus," $5; "This Was Railroading," $3; "Steam Power NYC, 1919-1955," $3; "Railways," $2; "Pictorial Encyclopedia of RR," $3; "The Katy Railroad," 50¢.—E. Graff, RR 1, Box 646, East Alton, Ill. 62024.

WANTED: a description and a price of any kerosene lanterns and locks with keys. Also any postcards of western RRs.—Michael Gulotta, 17 Coldport Drive, Huntington, N.Y. 11743.

DETROIT AREA steam negatives: Ann Arbor, Peter Marquette, DTI, DTSL, GTW, GT, Detroit & Mackinac, WS, and W&M. Send 50¢ for list Detroit—33.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

PENNSYLVANIA RR. negatives: steam, electric, diesel. Send $1 for our two listings Pennsy—506A and 506B.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

DO YOU BUY or sell negatives or slides of trains? Try RFM. Items sold free of charge to sellers. Traction and mainline electric also sold. We offer photo locations for rail photographers also. Send 75¢ for sample copy to Rail Film Monthly, P.O. Box 4676, San Francisco, Calif. 94103.

RAILROAD scratch pads, various roads available. Enclose stamp for sample sheet and list.—C. Koal, 6615 S. Bell Ave., Chicago, Ill. 60636.

TONY HANNOLD, Hammondsport, N.Y. 14840. Make money selling railroadiana by mail, at club, or on fantrips. Low cost way to start is buy me out. Discounts over 60%. Even $10 buys a lot. Enclose SSE.

B&O STEAM negatives: Send 50¢ for list BO-501 for still shots. Another 50¢ gets you list BO-30B, covering action train shots.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

STEAM LOCOMOTIVE photos, most U.S.A. roads, plus some hoggers, Canadian and Mexican. Send SSE for individual lists by RR. Also a few negs. for sale.—C.W. Jernstron, 822 Pelham Drive, Ft. Wayne, Ind. 46825.

THIRD ANNUAL railfan luncheon, Saturday, April 20, with Auto Train slide show, more. Send SSE, quick!—Twentieth Century Railroad Club, 10700 Seeley Ave., Chicago, Ill. 60643.

SEND SSE for sale list of lanterns, lamps, keys, buttons, tokens, rule books, timetables, magazines, train orders, etc.—Dave Hull, 3915 Mountainview Rd., Upper Arlington, Oh. 43220.

NICKEL PLATE and W&LE steam negatives. Send 50¢ for list NYCStL/WLE-505.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

WANTED: any negatives or photos of B&O cabooses C1800 through C1835, also information on present location. Postage refunded.—Bud Abbott, Queens Drive South, Newark, Ohio 43055.

EXCELLENT 1928 Ives Toy Train Catalog. Reprint in original green ink, $5 postpaid.—Aaron Bradshaw, 16 Mott Rd., Baldwinsville, N.Y. 13027.

CHESAPEAKE & OHIO Lightweight Passenger Car History, a 30-page illustrated pamphlet, is now ready. Covers complete history of this large fleet of cars bought after WW II. Number by number roster includes renumberings and history of each car to final disposition. Amtrak numbers for those cars reaching that ownership. Diagrams, photos.—C&O Historical Society, Box 417, Alderson, W. Va. 24910.

CLOSEOUTS and discounts from 10% to 80% on railroad books. Send 10¢ stamp for free lists.—Discount Books, 847 Lake St., Newark, N.J. 07104.

WILL BUY original or photostats of certain employee timetables. Chicago & Northwestern's Northern Iowa Division dated prior to 1918. Mail me list and price.—Janvrin, 357 Richfield Drive, #35, San Jose, Calif. 95129.

WILL BUY ANYTHING FEC and Florida. Buy menus, collections, and any annual passes.—Jonathan Nelson, 9911 W. Broadview Dr. Miami Beach, Fla. 33154.

SOLID METAL New York Central oval and Pennsylvania RR. keystone heralds for sale, ten inches across, painted background with raised letters, bright metal finish. For each herald send $15 to C.E. Catchpole, Dept. R, 19215 Eldridge Lane, Southfield, Mich. 48076.

MILWAUKEE ROAD steam and electric negatives. Our stock of negatives includes many of the old CM&StP items. Send 50¢ for list CMStP&P—504.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

RAILROAD MAGAZINES: will sell 37 issues: Dec. 1950; Sept. to Dec. 1951 and Jan. 1952 to Aug. 1954, $40 postpaid.—C.K. Given, 2557 S. Parkview Dr., Norristown, Pa. 19401.

ILLINOIS CENTRAL commuter car parts, roll signs, controller handles, etc., available from the old Chicago cars now being scrapped. Built early 1920's. List for SSE.—Alvin Hudson, 617 Sundale Dr., Birmingham, Ala. 35235.

WANTED: Film, "Pacing the Little Joes on the Milwaukee Road," by Blackhawk Films.—Wm. Cruser, 219 Church St., Lakehurst, N.J. 08733.

WANTED: B&O timetables, public or employee. Also, railroad items for sale. Send for current list, free.—Snyder's Railroadiana, 65 Beechrock Dr., S., Zanesville, Ohio 43701.

W.O. HARPP, 25 E. 45th Ave., Gary, Ind. 46409, buys, trades, collects switch keys and locks, emp. tts., rule books, anything EJ&E. Also Wab., IHB, IC steam pix.

RAILROAD SILVERWARE: hollow handle fruit knife, good "Seaboard" mark on top, $8.50 postpaid. Runcible spoon, old and rare, "Seaboard" on handle, $10, postpaid. California residents add 5% sales tax. Send $1 for large catalog of railroad collectibles.—Lillian's Shop, Box 4777-R, North Hollywood, Calif. 91607.

CHESAPEAKE & OHIO Historical Newsletter is a must for C&O fans. Published monthly, it contains history, modeling articles, current news, many photos, occasional diagrams, and special features, 16-20 pages of text, $5.50 per year. Free sample.—C&O Newsletter, Box 417, Alderson, W. Va. 24910.

STEAM NEGATIVES, CNW and the Omaha Road. Send 50¢ for list CNW/OM-503.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

WANTED: Interurban air whistle.—Fred Gurley, Box 264, Sallisaw, Okla. 74955.

FOR SALE: entire collection railroad and logging railroad negatives, books and miscellaneous items. Send SEE for list.—Al LaPresto, 41 Union Sq., West, New York, N.Y. 10003.

WANTED: Streetcar and interurban fare tokens,

all lines. Please send list and prices.—Jeff Robbins, 1539 S. Bedford St., Los Angeles, Calif. 90035.

WANTED: Kerosene loco headlight and round brass or bronze loco number plate used on front of steam loco with builder's name cast on outside rim.—Doug Wade, 346 Rolling Hills, San Mateo, Calif. 94403.

STREETCAR AND BUS transfers needed to enlarge present collection. Prefer full books, but also interested in select singles. Also zone checks, passenger ID checks, fare tickets, and passes. All letters answered.—M.J. Jones, 4412 Marlborough #24, San Diego, Calif. 92116.

RAILROAD ANTIQUES: Selling old timetables, train orders, lanterns, switch keys, etc. Send SSE for list.—Ray's Antique and Railroad Shop, 11745 S.W. Lanewood St., Portland, Ore. 97225.

SCHMIDT book, "Rails Through the Hill Country," history of Fredericksburg & Northern RR., 67 pages, 45 ills., $4.20. Many other books.—Book Stoar, 111 Colcord, Waco, Texas.

RAILROAD SLIDES: excellent Kodachrome duplicate 35mm slides of Burlington Northern and predecessors. $1 brings list S-18, plus 2 sample slides.—Robert L. Eastwood, Jr., Box 41, Huntingdon Valley, Pa. 19006.

FOR SALE: one copy each of January 1939 Official Equipment Register, $10, and Kratville's U.R. Motive Power, $50. Both in excellent condition.—Harold E. Miller, 194 Smith St., Freeport, N.Y. 11520.

KENT LOUDON, 142½ West End Ave., Somerville, N.J. 08876, wants quality negatives of DL&W steam, particularly in N.J. and Pa. Send contact proofs, asking price, and SSE. Proofs returned, regardless.

COLOR SLIDES AND PRINTS. Includes all major U.S., Canadian, and Mexican roads. Roster shots, ideal for the collector with sufficient detail for modeling. Passenger cars included. Catalog of over 10,000 slides, with sample, for $1, refundable.—Thomas H. Chenoweth, Box 811, Poway, Calif. 92064. ●

Coming Events

(No charge for listing in this section)

April 26-28: Yosemite Valley Sojourn by bus with visit to Yosemite Mt. & Sugar Pine R.R.; May 3-4: Nevada Historical Adventure bus tour, abandoned rr. rights-of-way; May 18-19: Sacramento River boat excur., stay overnight at Sacramento; May 25-28: 3,000-mile scenic trip, San Francisco to Butte, Mont.; June 29-30: Asti Picnic-Skunk train outing on first day of 1974 steam operations over Calif. Western. Contact James Weinberger, tour director, Pacific Coast Chapter, R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062.

April 26-May 4: RR. Enthusiasts tour, Boston to Zurich, by air; $389, incl. rail trips. Unisphere Travel Ltd., 908 Providence Highway, Dedham, Mass. 02026.

April 27: annual reunion, New Haven RR. Tech. Info. Assn., Stonington, Conn. Write James Marr, Jr., 461 Main St., Niantic, Conn. 06357.

April 27: Clinchfield One-Spot excursion over scenic mt. route, thru 32 tunnels; adults $15.50, kids $12, both incl. box lunch; Elkhorn, Ky. write Bluegrass Model RR. Club, 1821 Gettysburg Rd., Lexington, Ky. 40504.

April 28: all-day MBTA trolley ramble over old Orange and new Green Lines, $8.50, lunch $2.35. Contact Trip Committee, Mass. Bay RRE, Inc., P.O. Box 136, Ward Hill, Mass. 01830.

April 28: doubleheader steam excur., Birmingham to Selma via Southern Ry. Write Heart of Dixie Chap., NRHS, Box 254, Birmingham, Ala. 35201.

April 28: SEPTA trolley trip, Red Arrow Div., Phila., many major lines; lv. 69th St. Terminal 1 p.m.; $5 adults, kids $2.50. Ernest Kovacs, 416 2nd Ave., Bethlehem, Pa. 18018.

May 3-5: R&LHS annual meeting, N.Y. City. Trips, dinner, top industry speakers. Arnold Joseph, sec. of N.Y. Chapter, Box 434, Grand Central Station, New York, N.Y. 10017.

May 3-5: Rail plant visits, flea market, model exhibits, etc. Lake Shore Ry. Hist. Society, Box 571, North East, Pa. 16428.

May 3: annual meeting European Train Enthusiasts; dinner, speaker. Eugene Volz, ETE, Box 1643, Sacramento, Calif. 95808.

May 4: Mobile to Pensacola round trip over L&N behind ex-Southern 4501. Adults $15, kids under 12, $13. Alabama Gulf Chap., NRHS, Box 1571, Mobile, Ala. 36601.

May 4-5; 11-12; 18-19: Quad Cities Rocket weekend rail trips from Detroit, Ann Arbor, Mich., to Rock Island, Ill.; May 24-June 2: Sept. 20-29: Colo. Tour Incl. Pike's Peak, narrow-gage. Write Michigan Railroad Club, Box 586, Dearborn, Mich. 48121.

May 5: doubleheader, ex-CPR 136, 1057, over TH&B, vintage Credit Valley Ry. coaches, photo run-bys, limited seating, adults $8, kids $7. Ontario Rail Assn., Box 64, Brampton, Ont., Canada.

May 10-12: Steel City Niagara Frontier RR. convention, Hamilton, Ont., layout, tours, prototype action. John Green, RR 1, Grimsby, Ont., Canada.

May 11-12: Railfan weekend. Locos 43, 82, 759 under steam; doubleheader trains, night photography. $19.95 covers admission, rides. Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101.

May 16: annual Dinner-in-Depot meeting, Mass. Bay RRE. Write Frank Kyper, Box 136, Ward Hill, Mass. 01830.

May 18-19: Fla. chapters of NRHS sponsor round trip Jackson to Valdosta, Ga., both days behind 4501, photo run-bys. Adults $15, kids $11. Contact Jacksonville Chap. NRHS, P.O. Box 8961, Jacksonville, Fla. 32211.

May 18: annual meeting Penna. RR. Research and Info. Assn., Quality Inn, Summerdale Jct., Enola, Pa. Write Gary C. Rauch, PR1A, 515 Miranda Rd., Pittsburgh, Pa. 15241.

May 18: Nostalgia Special, using ex-CNJ Blue Comet open obs. car 1178 over part of old name-train run; lv. Newark 12:15 p.m., return 4:45 p.m., layover at Bay Jct. Fare $9.95. Larry Cohen, trip chairman, New Hope & Ivyland Chap. NRHS, Box 5, Blawenburg, N.J. 08504.

May 19: Neb. Midland R.R. narrow-gage steam day at North Platte; rides behind ex-WP&Y loco 69 and ex-Florence & Cripple Creek coach. Adults $5, kids $3, box lunch $2. Write Henry Troutman, Cornhusker Chap, NRHS, 3350 Dudley St., Lincoln, Neb. 68503.

May 19: visit Monticello and Sangamon Valley Ry. Museum, Monticello, Ill., from Chicago via Amtrak, special bus, lunch incl. Barney Tours, 2212 N. Racine Ave., Chicago, Ill. 60614.

May 20-21: Internat. Conference on Urban Transit, Pittsburgh, Pa. Write Jay A. Clark, 600 Grant St., Pittsburgh, Pa. 15219.

May 25-26: Pittsburgh traction weekend. Visit Arden Trolley Museum, car operation. All day trip Sunday over entire Alleghany County Port Authority rail system. Trip Committee, Central Elec. Railfans' Assn., Box 503, Chicago, Ill. 60690.

May 25-26: Sanford Centennial Special featuring Clinchfield's One-Spot. Write Box 21, Sanford, N.C. 27330.

May 26: Spring on the Susquehanna. D&H trip, Albany to Starrucca Viaduct, Lanesboro, Pa. Contact James Odell, Mohawk & Hudson Chap., NRHS, 850 Spring Ave., Troy, N.Y. 12180.

June 1: open house, Colo. RR. Museum, Golden, Colo.; dinner, entertainment.

June 1-2: Canadian West Coast Railfans Assn. mini-convention, Century Plaza Hotel, Vancouver, B.C., Canada.

June 8: excur. behind the 4501, Knoxville, Tenn., to Asheville, N.C. Write Old Smoky Ry. Museum, Box 601, Knoxville, Tenn. 37901.

June 21-23: Lone Star Region Convention, NMRA, New Orleans. Louis Schultz, chairman, 5615 Woodlawn Pl., New Orleans, La. 70124.

July 4-7: Independence Limited behind the 4501 thru Ohio, W. Va., and Va.; overnight accommodations. Roanoke Chap., NRHS, Box 681, Roanoke, Va. 24004.

July 14: Shaker Heights Rapid Transit special; lv. Cleveland Union Term., 12:30 p.m. aboard ex-Twin Cities car, return about 6 p.m. Adults $5, kids $2.50. Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018. ●

Pen Pals Wanted

(No charge for listing in this section)

Mlle. Evelyne Dedieu (15), 20 Boulevard Jules Ferry, 95100, Argenteuil, France, daughter of railway clerk, studying English language, will correspond with other girls in English.

Mr. Zdenek Ondra (37) Na Magistrale 705, 280 00 Kolin 2, Czechoslovakia, a loco driver, will correspond with other engineers and exchange loco pix, rail magazines, stamps. Also interested in World War II aircraft.

Joseph McMillan (20), 8121 S. Marquette Ave., Chicago, Ill. 60617, wants to hear from (or meet) girls interested in prototype or model railroading.

H. L. Broadbelt, send your address to L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

T. F. Moroney, Jr. (40), Box 16, Mocksville, N.C. 27028, will write to male or female railfans, also active or retired employes of SAL, SOU, FEC, NEW.

D. R. Hope (British Rail loco driver), 33 Market Rd., Thrapston, near Kettering, Northants, England 22174, collects railway badges and buttons.

Edna Jo Quatroche (10), Box 425, Greenport, N.Y., wants to hear from girls who like trains.

Conchita Moc (31), 357 Magallanes St., Cebu City, Philippines.

Mrs. E. Snow, 316 Center St., Vincennes, Ind. 47591, trades new and used picture postcards.

Andrew P. Smith (25), 4309 Hamilton St., Hyattsville, Md. 20781, will write to females interested in railroads or rapid transit.

Mlle. Marie-Claire le Tiran (15), Appartement 312-9, rue du Carouge, 91220, Bretigny-sur-Orge, France, studying English, French, Latin, seeks boy or girl pen pal about her age to correspond in English or French. ●

Proposed Abandonments

Milwaukee—Milford to Spirit Lake, Iowa.

Peoria & Eastern Ry.—Speedway to Clermong, Ind.

Chicago & North Western—Keithsburg to Middle Grove, Ill.

Cincinnati Union Terminal—entire line.

Penn Central—Newton Falls to Alliance, Ohio; Old Road Branch, Junction to Waterloo branch, Hillsdale to Osseo, Mich. ●

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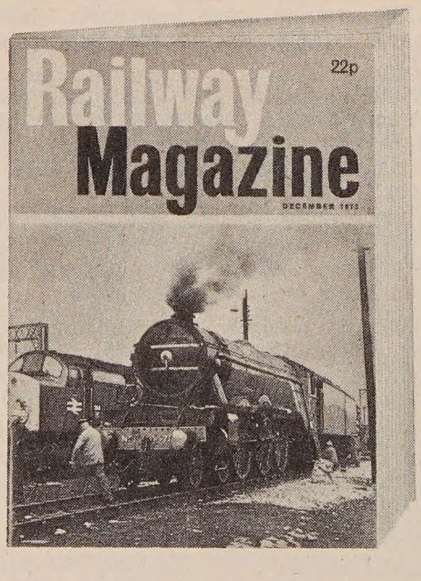

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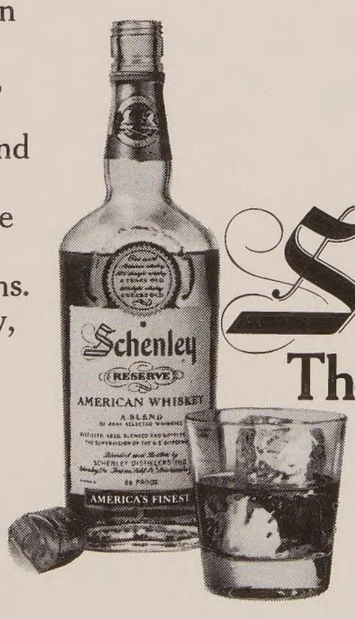

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